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of the Journal.

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American Railroad Journal.

New York, Saturday, March 30, 1867.

Maryland and Delaware Railroad.

We have received a copy of the report of this company for the fiscal year ending December 12, 1866. From this we learn that the road was completed and formally opened for travel from the junction of the Delaware Railroad to Greensborough, a distance of 24 miles on the 3d of December. The various parts of the road were opened as follows: to Slaughter's, 10 miles, on the 23d of April, 1866; to Halltown, 14 miles, on the 9th of July; to Goldsborough, 19 miles, on the 15th of October; and to Greensborough, its present terminus, 24 miles, on the 3d of December. During the year, 18½ miles of track were laid and ballasted; four depots erected, an engine house and water tank. Side lines had been put in at every station 1,000 feet long. A new depot had been established, and a building was soon to be erected at Henderson, a point on the line between Halltown and Goldsborough, and where a side line had been built by private subscription. Granaries to be used for storing grain had been erected at Halltown and other places on the line. A turn-table had been put in at Clayton, and a Y constructed at Greensborough. The work had been done in a substantial manner, and the track was in good line and well surfaced up.

Iron and fastenings sufficient to lay the track to a point six miles below Greensborough had been received, and arrangements made for the speedy delivery of the cross ties necessary to its completion. Arrangements had also been made for completing the bridging and grading from Greensborough to Hillsborough, of which but little remained to be done preparatory to the laying of the track, as soon as the means were provided for the prosecution of the work. The weather permitting, it was in contemplation to have the track put down to Hillsborough, a further distance of 8½ miles, by early spring, preparatory to a vigorous prosecution of the work into Talbot Co. during the coming season.

The receipts into the Treasury, on account of stock and loans, during the year (including \$1,247 97 from the previous year,) were \$194,893 23; and the expenditures (including \$174,066 23 paid to contractors,) \$183,383 99—leaving a balance in the Treasury of \$11,509 24; to which add stock in retained percentage, \$10,946 26—making the total balance \$22,455 50.

Upwards of 87,500 bushels of grain had been carried during the year; 75,375 feet of lumber; 36,000 brick, 51,604 bushels of lime, 500,000 lbs. general merchandise, and 2,192 passengers.

No statement is given of the earnings and operating expenses of the road, as by the terms of the contract, each section of the road is to be operated by the contractor until its completion to Hillsborough and Oxford respectively. On reaching these points it is to be delivered over to the company, previous to which time the expenses of every kind are borne by the contractor, including repairs, rolling stock, interest on bonds, and salary of Superintendent. These obligations have thus far been complied with in a manner satisfactory to the board.

Attention is called to the fact that the revenues of the road had mostly been derived from the first 14 miles. At the date of the report, however, it was running nearly twice that distance, and had just reached a point which has long been one of the largest grain markets on the Peninsula. The business of the road will thus be greatly increased, and also the distance over which it is carried. From the present terminus of the track at Greens-

borough to the final terminus of the road at Oxford, a distance of 30 miles, there is a steady improvement in the productiveness of the country. The combined effect produced by the increase of business and distance will therefore continue to the end of the road, where there will be an accession of business from the Chesapeake Bay which may afford a revenue as large as that from the entire local business of the road. "When," says the Report, "it is considered that the net revenue from local business alone on the Delaware Railroad, with which this road connects, has paid the interest on its entire cost; that the local revenue of this road has proved considerably larger per mile than that of the Delaware road at the same period; and that the accession to its resources from through business will probably commence before the payment of the November interest on the bonds, we feel warranted in asserting that it will be able to continue from its revenues alone the present prompt payment of interest on its bonds, and also presents an encouraging prospect for the payment of dividends on its stock."

Besides the materials acquired for the construction of the road to Hillsborough, as stated above, the means required to use them had also been provided, with the exception of \$20,000, which was being raised by the citizens of that neighborhood, and which, when raised, would ensure the early completion of the road to that point.

The additional amount required by the contract for the portion of the road lying in Talbot County is \$50,000, a sum less than the annual benefit to be derived by the county from the road. The report alludes to the limited subscriptions in Talbot County, and says that the amount to be expended upon the part of the road lying within that county will be more than the entire amount subscribed by its citizens. It then adds: "We have thus far referred entirely to the means required by the contract on the part of the company. The stockholders are aware that these constitute a very small part of the cost of a railroad, and the greatest difficulty to be overcome in all such undertakings is, to raise the large sums which are to be provided by those who take the bonds of the company, and to do this before the bonds acquire a

market value. We are authorized by the gentleman who now occupies the position of the contractor, and whose standing among the railroad men of the country is a sufficient guaranty of success, to say, that the arrangements for this purpose have all been matured; and that, as soon as the company is prepared to comply with its engagements on the second section of the road, the work will be prosecuted from both ends, and pushed through to a speedy completion. The parties in New York with whom these engagements have been made, are personally known to the Board, who are thus enabled to vouch for their responsibility. This assurance constitutes an additional reason for providing for our own share of the requirements, before the occurrence of a financial crisis, or some other national calamity, which may again postpone indefinitely the completion of our work."

The Adams Express Co. had already established several stations on the line of the finished portion, which was soon to be followed by the establishment of a mail route, and the construction of a telegraph line.

The report, in conclusion, alludes to the defectiveness of the connection by railroad with Baltimore as compared with that with Philadelphia. By the construction of 15 miles of new road from the station at Middletown on the Delaware Railroad to the station at Elkton on the Philadelphia, Wilmington and Baltimore Railroad, a saving in distance will be effected of 30 miles over the present traveled route via New Castle and Wilmington. It is hoped that the latter company, or the citizens of Baltimore will take early action in the premises.

The Luzerne Union says that the work upon the Lehigh Valley Railroad is now being pushed forward most energetically, and that the cars will be running through to that place in June next, and within the next year over the entire length of the projected extension to the New York State line.

Chicago and Alton Railroad.

The earnings of this road for the years ending December 31, 1865 and 1866, were:

	1865.	1866.
From passengers.....	\$1,604,188 01	\$1,246,295 88
" freight.....	2,155,151 85	2,309,498 59
" express.....	47,378 36	79,516 98
" U. S. mail.....	27,768 16	35,475 00
" miscellaneous ..	5,510 44	24,366 46
	\$3,840,091 82	\$3,695,152 86

And the expenses were:

Repairs of road.....	\$488,981 31	\$602,919 00
" bridges.....	39,453 47	44,020 67
" buildings ..	52,533 77	38,866 08
" fences.....	16,563 18	12,177 83
" locomotives..	194,608 06	198,466 34
" cars.....	216,962 67	232,265 78
Locomotive wages,		
fuel, etc.....	441,264 73	428,471 78
Station agents, etc...	174,100 29	183,353 00
Conductors, etc.....	73,376 84	92,855 61
Station and train sup-		
plies.....	80,676 74	72,700 24
Loss and damage....	44,308 88	35,237 95
Salaries of officers,		
etc.....	51,710 28	54,246 84
Taxes.....	38,516 08	76,675 11
Rent paid.....	13,137 63	8,482 52
Gov. tax on earnings.		64,052 19
All other expenses..	70,380 64	65,745 29
	\$2,006,574 57	\$2,210,536 23

Net earnings\$1,833,517 25 \$1,484,616 63

Disbursed as follows, viz:—

Dividend March 1, and	
tax.....	\$221,505 26
Payments to first mort-	
gage sinking fund....	36,000 00
Gov. tax on same.....	6,137 85
Interest on bonds.....	280,700 00
Dividend Sept. 1, and tax	331,936 84
Rent paid Joliet and Chi-	
cago R. R. Co., includ-	
ing \$15,000 paid on J.	
& C. R. R. sinking fund	168,311 82
Rent paid Alton and St.	
Louis R. R. Co.....	11,760 11
Cost of improvements in	
1866.....	189,893 64
Loss on timber lands, saw	
mill, barges, teams,	
etc., purchased in 1863	31,813 86
	1,278,059 38

Surplus.....\$206,557 25

Add surplus from previous year.... 1,291,397 87

Total surplus January 1, 1867.....\$1,497,955 12

This surplus is represented by—

Alton and St. Louis R. R. Co. stock.	\$675,000 00
Bonds held by trustees on renewal	
account.....	50,000 00
Joliet and Chicago R. R. Co.'s bonds	7,000 00
Chicago and Mississippi R. R. Co.'s	
bonds.....	2,500 00
St. L., J. & C. R. R. Co.'s bonds....	15,300 00
Interest in Union Stock depot.....	50,000 00
Sums due to the company.....	165,477 46
Cash on hand, general fund.....	439,455 41
Supplies on hand.....	436,139 29
	\$1,840,872 16

Less sums due to others..... 342,917 04

Total, as above.....\$1,497,955 12

During the past year there have been expended for renewals and improvements, \$241,021 16; and for maintenance of way, works and buildings, \$698,846 23. The report says:

Important improvements have been made in the condition of the railway and its equipments, the cost of which is embraced in the account of operating expenses. This account amounts to 59.8 per cent. of gross earnings, and includes the cost of new engines and cars built to take the place of those worn out, or otherwise rendered unfit for service, and also one new engine charged in that account to compensate for any general depreciation in engines, not otherwise provided for.

The amount of gross earnings is less than during the preceding year by \$144,938 96, or 3 3/4 per cent. This is due to the reduction in passenger traffic, the earnings from that source being less than in 1865 by \$357,892 13, or 22.3 per cent.

This reduction may be ascribed, in part, to the prevalence of cholera in St. Louis and Chicago, which, for a considerable period, diminished largely both the passenger and freight traffic of the line, but is mainly in consequence of the absence of military traffic and travel incident to army operations, which increased the passenger traffic of the preceding year.

The aggregate tonnage of freight transported shows an increase of nearly 25 per cent.; but the increase in the amount of earnings from that source is only equal to about 7 1/2 per cent. This difference between the ratio of increased traffic and cash receipts, is due mainly to a reduction of rates and the development of our coal traffic, which has increased largely during the year, and is likely to increase rapidly until it becomes a very important source of revenue, but, in proportion to tonnage, it does not command rates of freight corresponding with many other articles transported.

Additional rolling stock, depot buildings, depot grounds, and side tracks have been built, or otherwise acquired, during the year, at a cost of \$339,-

217 82, which has been charged to the special fund provided for that purpose by the sale of stock in February last. The remainder of that fund, unexpended at the close of the year, is \$158,082 68. Of the special fund derived from the same source for the purchase of the Alton and St. Louis Road, the remainder unexpended is \$135,614 50, which is invested in U. S. 7 3-10 bonds. That road is represented by \$800,000 capital stock, of which this company now owns \$675,000—leaving \$125,000 of stock to be purchased in order to vest the title to the road in this company. It is believed that the remainder of the fund will be more than will be required to accomplish that object.

During the year six important bridges have been re-built in a permanent manner.

Six new station buildings, including a large and substantial freight building at Chicago, have been constructed.

Sixty-one and one-half miles of track have been re-laid with new and re-rolled rails, and forty-nine miles with repaired rails; also, a corresponding number of new cross-ties. From this it will appear that about 40 per cent. of the track upon the entire line has been rebuilt with new and repaired rail during the year.

Two hundred and eighty-seven cars have been built in shops of the company during the year, fifty six of which have been designated to take the place of those worn out, and the remainder (231) have been added to the number on hand at the close of the preceding year.

The whole number of cars owned by this company, at the close of the year, is 1,359, as follows: Passenger cars, 37; baggage and express cars, 15; house freight cars, 723; stock cars, 238; platform cars, 344; wrecking and tool cars, 2; freight cars, of all descriptions, 1,305.

The company now has 67 locomotives, which have been maintained in an efficient condition during the year, and at its close nearly all of them are in good condition for service.

The large expenditures heretofore made have rendered the condition of your road and its equipment such as to compare favorably with the best Western Railways; but a proper regard for economy will render it necessary to make still further improvements and additions, which, in the opinion of the Directors should be continued by annual appropriations, moderate in amount, until your road shall not only have been rendered complete in all its necessary appointments to meet the demands of its traffic, but shall be in such condition as to render it possible to reduce its operating expenses to the lowest practicable limit.

The St. Louis, Jacksonville and Chicago Railroad, which was completed to a connection with your line at a point about thirty miles from St. Louis, on the 1st day of January, 1866, is developing a large traffic; but the principal advantage to be derived by this company from traffic originating on that line, will be through its northern connection, which will be much further from the terminus of your line, at Chicago, than the present connection is from St. Louis. The traffic of that line is now almost exclusively with St. Louis, and passes but a short distance over your road; but, with the northern connection made, the traffic will be mainly with Chicago, and will be a source of much greater profit to your company, by reason of the greater distance which it will pass over your line.

The construction of that line is now in progress, and it is confidently expected that the connection referred to will be made during the present year.

The Union Stock Depot at Chicago, is now the largest stock market in the country, and has the effect of increasing the transportation of live stock over your line, by inducing shipments to that market, which, under other circumstances, would be made by other lines to Eastern markets. The results have fully realized the anticipations of its projectors.

The number of miles run by locomotives during the year was as follows: With passenger trains, 445,612; with freight trains, 839,985; with wood

trains, 30,048; with construction trains, 110,524; switching trains, 215,940—total 1,634,115.

The number of passengers carried was 516,543, of which 259,767 went North, and 256,776, South of the whole number carried, 477,578 were way, and 38,965 through passengers.

Tons of freight moved North, 265,489; do., South, 370,870—total, 636,359.

GENERAL BALANCES, Dec. 31st, 1866.

Cost of road and equipments	\$10,118,521 82
Bonds and Stocks issued Trustees	37,813 39
Alton and St. Louis R. R. Co. shares	675,000 00
Joliet and Chicago R. R. Co. bonds	7,000 00
Chicago and Mississippi R. R. Co. bonds	2,500 00
U. S. 7 3-10 Treasury Notes, cost.	135,614 50
Bonds held by trustees on renewal account	50,000 00
St. Louis, Jacksonville and Chicago R. R. Co. bonds	15,300 00
T. B. Blackstone, trustee interest in stock depot	50,000 00
Due from other railroad companies	36,338 54
Due from stations	75,970 98
Due from General P. O. Depart.	21,237 50
Due from U. S. Gov. for Military Transp.	4,928 02
Due from Insurance companies for fire losses	12,489 94
Balances due from sundry persons	14,113 11
Trustees of sinking fund, balance in their hands	399 37
Supplies on hand	436,139 29
Cash on hand	597,588 09
	\$12,290,904 55
Capital stock, preferred	\$2,425,400 00
Capital stock, common	3,886,500 00
Bonds seven per cent. sinking fund	483,000 00
Bonds seven per cent. first mort.	2,400,000 00
Bonds seven per cent. income	1,100,000 00
Sinking fund, bonds canceled	117,000 00
Sundry bonds and stocks, unissued	37,813 39
Convertible scrip outstanding	319 00
Supplies purchased, payable in Jan.	98,660 45
Unclaimed coupons, including \$84,000 due Jan. 1, 1867	87,151 22
Unclaimed wages, including Dec. pay rolls	96,117 56
Balances due other companies	36,070 46
Due U. S. Government for tax on earnings, coupons, &c.	10,117 16
Balances due sundry persons	14,800 19
Income account, surplus, Dec. 31, 1866	1,497,955 12
	\$12,290,904 55

President.—T. B. BLACKSTONE.

Directors.—T. B. Blackstone, A. Havemeyer, John B. Drake, John Crerar, Geo. T. Olyphant, John J. Mitchell, Wm. F. Weld, John A. Stewart, Peyton R. Chandler.

Secretary and Treasurer.—W. M. LARRABEE.

Gen'l Superintendent.—ROBERT HALE.

New Orleans, Mobile and Chattanooga R. R.

We learn from the Mobile papers that the last of the many difficulties experienced in securing the right of way and location along the entire route of this road has been successfully overcome. A contract has been closed for the purchase of the Wills Valley Railroad, a line eighty-four miles in length, having its present terminus at Gadsden, and forming a necessary link in the direct and great trunk road from Mobile to Chattanooga. This road will be put in hand at once for reconstruction, and it is designed to complete it by the first of July, 1868. This purchase avoids a difficulty interposed by the Governor of Georgia, in refusing right of way through a small corner of

the Georgia Territory to Chattanooga. All the legislative, judicial and titular difficulties being now conquered it is the purpose of the company to go vigorously on with the work. Ground was to have been broken on the New Orleans connection during the past week.

Boston and Providence Railroad.

A special meeting of the stockholders of this corporation was held in Boston on the 25th inst. to consider a communication from the directors respecting the through business of the road, and to take such action as might be deemed expedient in the premises. The President of the company, Hon. Chas. H. Warren, presented a communication from the directors of which the following is an abstract:

When the Providence road was originally built, it was with primary reference to business between Boston and New York, and during most of its history, the profits of the business has been an important element in its success. Recently this branch of its business has been gradually but rapidly diminishing, and is threatened with final extinction. About two years ago, in connection with the Bristol road, a contract was entered into with certain parties to establish a New York line via Bristol, those parties agreeing to furnish boats. The two corporations have complied with their part of the contract, but the other parties have unfortunately been unable to go on with the enterprise, and been obliged to part with their property. The parties purchasing this property, having no wish to deprive the corporation of the advantage to be derived from their use, have refused flattering offerings from other parties, believing that a Bristol line to New York would be more productive and popular than any which could be established, and are desirous, if possible, to carry out the original plan. But the expenditures have been exceedingly large, and without wishing to increase their capital stock, or part with their property, they desire to borrow money to a limited amount and for a limited time, and ask the Providence road to assist them, not by the loan of money, but by the aid of its credit. Upon full and anxious consideration the directors are unanimously of opinion that it could be done without in the slightest degree exposing the corporation to loss, as security is offered which is abundantly ample to protect them against any eventual liability; and that by doing it the road can secure to itself a vast and lucrative business, which may otherwise go into the hands of competing corporations, and carry with it the slight remains of our New York business.

The communication concludes with the following recommendation of the directors:

Voted, That the directors are hereby authorized to enter into arrangements with the Bristol road and the boats to run to Bristol for the establishment of a line to run between Boston and New York via Bristol, and, if it be necessary in order to secure that object, they are authorized on behalf of this corporation to guaranty the bonds of the owners of the boats referred to.

Provided, That no such guarantee shall be given unless such security is given for the payment of such bonds as will, in the opinion of the Directors, be amply sufficient to protect the corporation, in any event, against pecuniary loss, and provided further that the Bristol road assume their share of any engagements which this corporation may enter into.

Gov. Burnside, of Rhode Island, explained the position of the Bristol road. He said it was a well built and well managed road, and its financial condition was, in his opinion, perfectly satisfactory, and the directors were prepared to lay out \$150,000 in improving their depot and grounds for the proposed connection. He considered the proposed measure would be of great benefit to the

Bristol road, as well as to the general business of Rhode Island, and of course would tend to benefit the business of the Boston and Providence road.

On motion of Mr. Grinnell the proposition of the Directors was amended so as to provide that the whole amount shall not exceed \$750,000.

A stock vote was then taken on the communication of the directors, which resulted in its acceptance by a vote of 10,176 against 5,547.

Louisville and Cincinnati Branch R. R.

The work of construction upon the Cincinnati branch of the Louisville and Frankfort Railroad was to have been commenced this week at the Cincinnati end of the line. The new road will branch off from the main line at Lagrange, a point about 27 miles northeast from Louisville, and run thence through Campbellsburg down Mill creek to the Kentucky river, across that and thence up along the north bank of Eagle creek; thence up Ten Mile creek to Verona, and thence through Sparta and Walton, and down Bank Lick creek, and thence to Covington—passing through Oldham, Henry, Carroll, Gallatin, Boone and Kenton counties—eighty miles of new road. There will be a great deal of heavy grading on this road, as it includes five tunnels and many deep cuts. Four of these tunnels are between Lagrange and Verona, and the fifth is between Verona and Covington.

Memphis and Little Rock and El Paso R. R.

We learn from the Memphis Post that the El Paso and Pacific Railroad, of which General Fremont is President, has been consolidated with the Memphis and Little Rock Railroad. The former line runs from Little Rock, Ark. to Fulton, and thence through Northern Texas to El Paso, on the Rio Grande. As some time since announced, the Little Rock and Fort Smith Railroad will co-operate with the Memphis and Little Rock Railroad. Arrangements have also been perfected to obtain money and iron for the completion of the Little Rock Railroad. General Forrest is pushing the work through on his section with the greatest rapidity. He has about ten miles of the road from St. Francis river to the Laingville ready for the track, and that portion of the road has been considered the very worst and most difficult to work.

Colebrookdale Railroad.

There is but little doubt that this important railroad, which is to run from Pottstown to Boyertown, Penn., and thence beyond so as to connect ultimately with the East Pennsylvania Railroad, will be built at an early day. A movement is now being made by parties interested in the project, which will insure its success. Additional surveys are being made preparatory to the commencement of the work. The road will run through a rich and populous country, and the trade from the iron mines along the route will alone be a source of heavy revenue to the line. The road will probably be put under contract this summer. Joseph L. Bailey, of Douglass Township, Berks County, Penn., is President of the company.

At a meeting held at Bennington, Vt., on the 20th inst., a committee previously appointed reported that they had obtained subscriptions to the amount of \$500,000 for the proposed new road from Bennington to Chatham, a distance of 54 miles, and title to the work already accomplished,

Foreign Trade of the United States.

The Directors of the new Bureau of Statistics has prepared the following returns of the Foreign Trade of the United States for the first half of the current Fiscal Year:

IMPORTS (GOLD VALUES) INTO UNITED STATES.			
	Dutiable Direct.	Dutiable Bonded.	Total of Dutiable.
July..	\$19,459,528 61	\$15,685,107 06	\$35,144,635 67
Aug..	20,450,087 76	12,489,275 45	32,939,363 21
Sept..	19,080,681 73	11,158,384 43	30,239,066 16
Oct..	20,415,181 29	19,920,576 81	31,335,758 10
Nov..	16,893,408 00	13,599,748 00	30,493,156 00
Dec..	11,630,337 00	12,848,228 00	24,478,565 00

Tot. \$107,929,224 39 \$76,701,319 75 \$184,630,544 14

	Specie.	Free Goods	Total of all Imports.
July..	\$1,161,325 42	\$1,432,226 91	37,738,188 00
Aug..	1,423,047 97	1,730,181 19	36,092,592 37
Sept..	7,245,154 51	1,512,862 32	38,997,082 99
Oct..	2,406,490 66	1,940,570 80	35,682,819 56
Nov..	1,808,573 00	1,507,538 00	33,809,267 00
Dec..	995,719 00	1,439,848 00	26,914,132 00

Tot. \$15,040,310 56 \$9,563,227 22 \$209,234,081 92

	Dutiable Withdrawn from Bond.	Total marketed Dutiable and Free.	Marketed in N. Y. alone.
July..	\$13,069,819 72	\$33,961,575 24	\$24,288,194 00
Aug..	13,967,472 50	36,147,741 45	26,022,610 00
Sept..	14,419,434 92	35,012,978 97	25,159,165 00
Oct..	11,483,164 84	33,838,916 93	24,073,989 00
Nov..	8,763,240 00	27,164,186 00	17,748,787 00
Dec..	5,575,720 00	18,645,905 00	13,959,999 00

Total..\$67,278,851 98 184,771,303 59 \$131,252,744 00

Total of all imports as above.....\$209,234,081 92

Less gold and silver.....15,040,310 56

Total dry goods and general merchandise.....\$194,193,771 36

Entered in bond.....\$76,701,319 75

Withdrawn from bond 67,278,851 98— 9,422,467 77

Total marketed as above.....\$184,771,303 59

Customs, first quarter, official.....\$50,843,774 00

Customs, second quarter, estimated.....\$36,182,175 00

Total.....\$87,025,949 00

* Not from the Bureau, but nearly exact.

EXPORTS (GOLD AND CURRENCY VALUES) FROM THE UNITED STATES.

	Merchandise.		
	Foreign Dutiable.	Foreign Free.	Domes- tic.
July.....	\$654,007 00	\$73,176 00	\$23,617,869 33
Aug.....	707,785 88	168,853 00	23,504,559 30
Sept.....	636,582 00	92,348 00	21,471,276 08
Oct.....	465,184 09	33,962 00	23,828,957 19
Nov.....	940,885 00	96,972 00	23,516,861 00
Dec.....	1,700,643 00	81,938 00	34,226,332 00

Total....5,105,086 97 546,949 00 150,166,874 90

	Specie and Bullion.	Total.
July.....	\$7,244,528 00	\$31,590,600 33
Aug.....	2,454,011 50	26,835,209 68
Sept.....	2,687,274 00	24,887,480 08
Oct.....	1,862,619 00	26,190,722 28
Nov.....	5,526,886 00	30,081,604 00
Dec.....	4,821,765 00	40,830,378 00

Total.....24,597,083 50 \$180,415,994 37

Jefferson Railroad.

The people of Honesdale and Hawley, Penna., appear to be near a realization of their project, so long talked of, of being more closely connected by means of a railroad between the two places. The Jefferson Railroad, when completed, will greatly benefit the business interests of both. The managers of the company are now prepared to receive sealed proposals for laying their track, &c., at their office in Honesdale.

The Pennsylvania Legislature has refused to restore to the Pittsburg and Connellsville Railroad Company the right to complete its line from Pittsburg into Maryland.

Pork and Beef Packing at Milwaukee.

The following from the Milwaukee *Sentinel* will show the number of hogs and cattle packed in that city during the season of 1866-'67, in comparison with other years:

	Number of hogs.	Average Av. Weight. lbs. net.	Average lbs. Lard per hog.	Cattle head.
1866-'67.	133,370	218 3-5	31 1/2	7,044
1865-'66.	87,853	232 1/2	32 3-5	10,716
1864-'65.	107,229	196 1/2	23 1/2	18,978
1863-'64.	141,019	202	27 1/2	18,224
1862-'63.	182,465	219	33	12,876

The product manufactured was as follows:

	1866-'67.	1865-'66.
Clear pork, brls.	4,304	1,350
Mess pork, brls.	49,125	37,893
Prime mess, brls.	9,003	1,170
Extra prime, brls.	14,723	5,348
Rumps.	628	198
Sweet pickled hams, brls.	1,605	1,205
Sweet pickled hams, tcs.	12,360	8,128
D. S. shoulders, lbs.	1,356,673	2,049,622
Cumb. middles, bxs.	1,231	1,516
S. R. middles, bxs.	392	363
Long cut hams, bxs.	533
Lard, lbs.	4,203,423	2,868,878

The stock of pork now held there is estimated at 3,429 brls., and of lard 2,420,543 lbs.

This stock includes all kinds of barrel pork. The stock of lard is equal to 8,068 tierces of 300 lbs. each.

The number of hogs packed in Milwaukee, Chicago and Cincinnati for eight seasons have been as follows:

	Milwaukee.	Chicago.	Cincinnati.
1859-'60.	51,687	167,918	434,499
1860-'61.	60,129	231,335	433,799
1861-'62.	99,461	544,118	474,167
1862-'63.	182,364	970,264	608,457
1863-'64.	141,091	904,658	370,623
1864-'65.	107,229	750,147	350,600
1865-'66.	87,853	501,462	354,079
1866-'67.	133,370	635,732	462,610

Canadian Railways.

The following is an official statement of the Traffic Returns of the Canadian Railways, as far as reported for the month of February, 1867:

	1867.	1866.	Miles in operation.
Great Western.....	\$263,426	\$251,131	345
Grand Trunk.....	427,287	441,409	1,377
London & Port Stanley.....	2,417	1,820	25
Northern.....	32,856	29,751	94
Welland.....	3,546	1,485	25
Port Hope, Lindsay & Beaverton*.....	6,024	7,831	56
Port Hope and Peterborough.....
Brookville and Ottawa.....	6,703	5,429	86
Prescott and Ottawa.....	7,781	6,539	54

Total.....\$750,040 \$745,385 2,062

* The Port Hope L. B. and the Port Hope and Peterboro' Railroads are now united.

The New Orleans, Jackson and Great Northern Railroad Company will receive proposals until the 1st of April for the lease (for a term not exceeding thirty years) of that part of this road north of Canton, Miss., to the Tennessee river, a distance of 203 miles, including all the surveys, grading, masonry and other work already done; with all the unpaid subscriptions of stock on that portion of the road. The contractors or lessees to build, equip and run the same in conformity with the regulations and tariff of the New Orleans, Jackson and Great Northern Railroad.

Port Jervis and Rondout Railroad.

The prospect of this road is more encouraging than ever. Already ten per cent. of the capital stock has been subscribed, and ten per cent. of that paid in. In the Assembly a bill has been introduced which provides that the Delaware and Hudson Canal Company may construct, own and maintain railroads within this State, or contract with any company for the use of their road for the transportation of coal; also, to subscribe for and take stock or bonds of any railroad subject to the rights, restrictions, &c., as other stockholders and bondholders. This looks very much like business, and if the canal company will push this matter (and, under the present status of the road, no doubt they will,) we shall have this thoroughfare within a year and a half.—*Port Jervis Union*.

Washington County Railroad.

The Hagerstown *Herald* states that the president and directors of the Washington County Railroad, having purchased the iron for the entire line, will commence with the opening of the spring, laying the track on the line as far as Keedysville, and it is supposed that the road to that point will be in running order by the first of July next, and the balance by the first of September, so that the entire line to Hagerstown will be completed by the first of September next.

A convention of the friends of the Belfast and Moosehead Lake Railroad was held at Belfast, Me., on the 23d inst. Delegates were in attendance from nearly all the towns upon the route. Great enthusiasm prevailed, and there was a unanimous expression in favor of loaning the credit of each town. The proposed railroad will open communication with a portion of Maine larger in area than the State of Massachusetts, rich in mineral wealth and timber. There is no doubt but that the road will be built at once.

The following gentlemen have been elected directors of the Central Ohio Railroad Company, under the new Baltimore and Ohio Railroad management: Hugh J. Jewett, Jos. R. Swan, William Dennison, Walter B. Brooks, John H. Heaton, Daniel Applegate, John King, Jr., Joseph H. Rieman, Joseph W. Jenkins, Jas. Harvey, Simon Gebhart, William H. Clement and Joseph B. Ford.

The Memphis *Bulletin* advocates a project of a new railroad starting from New Orleans and passing through Selma northward. It thinks that, apart from the commercial advantages, the construction of this road will have a good effect upon politics. Among those who are pushing the project are Generals Joseph E. Johnston and Hardee.

The Clearfield Extension of the Tyrone and Clearfield Railroad is under contract to Messrs. Thomas Collins & Brother. The Extension is 16 miles long.

There is to be a new railroad from Forrester, on the Illinois Central Railroad, to Aurora, on the Chicago, Burlington and Quincy Railroad, a distance of sixty-five miles.

The Governor has signed the bill appropriating \$250,000 in aid of the Whitehall and Plattsburgh Railroad.

The number of hogs packed in Cleveland during the season of 1866-'67, which is now closed, was 35,085.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend last Paid.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend last Paid.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend last Paid.
Albany & Susquehanna...100	\$1,604,145			Hannibal and St. Joseph...100	\$1,601,000			Rensselaer and Saratoga...100	\$500,000	A. & O.	Oct. '66 4
Alex. Loud & Hampsh...100	1,403,015			Do. do pref. 100	5,233,830			Richmond and Danville...100	2,000,000		
All-gheny Valley...60	1,458,400			Housatonic...100	820,000			Richmond and Peterab g...100	847,000		
Alton & St. Louis...100	1,250,000	J. A. & O.	Jan. '67 1	Do. pref. 100	1,180,000	M. & N.	Nov. '66 4	Rich. Fred. and Potomac...100	1,041,800		
Atlanta and West Point...100	1,232,200			Hudson River...100	6,967,971	A. & O.	Oct. '66 4	Rome, Watert. and Oa'nab...100	2,385,500	J. & J.	Jan. '67 5
Atlantic & N. Carol'na...100	5,445,225			Huntingdon & B'd Top...60	494,330			Rutland and Burlington...100	2,233,376		
Atlantic & Gt. Western...60	11,522,159			Do. pref. 60	190,750	J. & J.	Jan. '67 1	Sacramento Valley...100	793,150		
Do. pref. 60	1,919,000			Illinois Central...100	23,288,100	F. & A.	Feb. '67 5	St. L., Alt. and T. Haute...100	2,800,000		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jan. '67 2	Indianapolis & Cincinnati...100	1,888,900	M. & S.	Mar. '67 4	St. L., Jack'nv. and Chic'o...100	1,469,429	Annual.	Mar. '67 7
Augusta and Savannah...100	763,700			Jefferson, Mad. & Indan...100	2,000,000	J. & J.	Jan. '67 1	St. Paul and Pacific...100	2,089,000		
Baltimore and Ohio...100	16,161,962	A. & O.	Oct. '66 4	Joliet and Chicago...100	1,600,000	J. A. & O.	Jan. '67 1	Sandusky and Cincinnati...100	398,073	M. & N.	Nov. '66 3
Do. Washington Br...100	2,460,000	A. & O.	Oct. '66 5	Joliet & North. Indiana...100	300,000	J. & J.	Jan. '67 4	Do. pref. 100	900,000		
Bellefontaine Line...100	4,420,000	F. & A.	Feb. '67 3	Lackawanna & Bloomsb...100	1,320,000			Sand. Mansf. and Newark...100	1,000,000		
Belvidere Delaware...100	997,112	J. A. & O.	Oct. '67 1	Lehigh and Mahanoy...100	2,155,658	J. & J.	Jan. '67 5	San Fran. and Hudson R...100	1,020,000		
Berkshire...100	600,000	J. & J.	Jan. '67 1	Lehigh and Susquehanna...100	5,104,060	J. A. & O.	Jan. '67 2	Saratoga and Whitehall...100	500,000	A. & O.	Oct. '66 3
Blossburg & Corning...60	250,000	J. & D.	Dec. '66 2	Lehigh Valley...100	10,734,100	J. & J.	Nov. '66 3	Saratoga and Whitehall...100	1,275,991		
Boston, Concord & Mont...100	459,400			Lexington & Frankfort...100	614,546	M. & N.	Dec. '66 4	Savannah and Charleston...100	1,000,000		
Do. do. pref. 100	1,340,400			Little Miami...100	3,672,400	J. & D.	Dec. '66 4	Schuykill and Susqueh...100	1,269,150		
Boston and Lowell...100	183,000	J. & J.	Jan. '67 4	Long Island...100	2,646,100	J. & J.	Feb. '67 2	Schuykill Valley...100	578,050	J. & J.	Jan. '67 2
Boston and Maine...100	4,076,974	J. & J.	Jan. '67 5	Little Schuylkill...100	50,000			Seaboard and Roanoke...100	844,200		
Boston and Providence...100	3,360,000	J. & J.	Jan. '67 5	Louisville and Frankfort...100	1,109,594	J. & J.	Jan. '67 4	Second Avenue (N. Y.)...100	650,000	A. & O.	Oct. '66 2
Boston and Worcester...100	4,570,000	J. & J.	Jan. '67 5	Louisville and Nashville...100	5,500,000	J. & J.	Jan. '67 4	Shamokin V. and Potter...100	869,450	J. & J.	Aug. '66 2
Broadway (Boston)...100	326,000			Louisv. N. Alb. & Chicago...100	2,800,000			Sixth Avenue (N. Y.)...100	750,000	J. A. & O.	
Broadway & 7th Av. (N. Y.)...100	2,100,000	J. & J.	Jan. '67 5	Lowell and Lawrence...100	200,000	J. & J.	Jan. '67 5	South Carolina...100	2,919,275		
Brooklyn City...100	1,000,000	F. & A.	Feb. '67 5	Macon and Western...100	1,500,000	J. & J.	Jan. '67 5	South Shore...100	259,685		
Brooklyn City & Newt'n...100	368,000			McGregor Western...100	921,615			South Western Pacific...100	3,203,400	F. & A.	Aug. '66 4
Buff. New York & Erie...100	850,000	J. & J.	Jan. '67 5	Mahanoy & B'd Mount n...100	1,600,800			South Western Georgia...100	1,000,000		
Buffalo and State Line...100	2,200,000	F. & A.	Feb. '67 5	Maine Central...100	2,962,861	M. & N.	Nov. '66 4	Southern Mississippi...100	1,000,000		
Cambridge Horse (Boston)...100	777,800			Manassas Gap...100	2,029,778			Springfield and Columbus...100	928,500	J. & J.	Jan. '67 4
Camden and Amboy...100	6,842,200	F. & A.	Feb. '67 5	Manchester & Lawrence...100	6,586,195	M. & S.	Sep. '66 3	Staten Island...100	1,200,130		
Camden and Atlantic...100	622,350			Marletta & Cincinnati...100	4,061,744	M. & S.	Mar. '62 4	Syr. Bingham and N. Y...100	595,925	J. & J.	Jan. '67 6
Camden and Atlantic pref. 60	600,000			Do. 1st pref. 60	6,512,725	M. & S.	Mar. '62 4	Tennessee and Alabama...100	1,983,150		
Cape Cod...100	721,926	J. & J.	Jan. '67 5	Do. 2d pref. 60	298,721			Terre Haute and Indiana...100	1,750,000		
Catawissa...100	1,150,000	F. & A.	Feb. '67 5	Memphis and Charleston...100	670,000			Third Avenue (N. Y.)...100	1,660,000		
Catawissa pref. 60	2,200,000			Memp. Clarkv. & Louisv...100	1,250,000			Tol. Peoria and Warsaw...100	1,700,000		
Cayuga & Susquehanna...100	599,110			Memphis and Ohio...100	7,502,868	J. & J.	Jan. '67 5	Do. 1st pref. 100	908,176		
Central of Georgia...100	4,666,900	J. A. & O.	Apr. '67 2	Metropolitan (Boston)...100	9,811,300	F. & A.	Feb. '67 5	Do. 2d pref. 100	5,400,000	M. & N.	Nov. '66 3
Central of New Jersey...100	13,000,000	J. A. & O.	Apr. '67 2	Michigan Central...100	787,700	F. & A.	Feb. '67 5	Tol. Wabash and West...100	1,000,000		
Central Ohio...100	2,600,000	Annual.	Apr. '67 6	Mich. So. & North. Ind...100	400,000			Do. pref. 100	607,111		
Central Ohio pref. 100	400,000			Middlesex (Boston)...100	3,014,000	F. & A.	Feb. '67 5	Troy and Boston...100	274,400	A. & O.	Dec. '66 3
Cen. Park, N. & E. River...100	955,900			Milw. & Prairie du Chien...100	3,082,000	Annual.	Feb. '67 7	Troy and Greenbush...100	800,000	J. & D.	Oct. '66 3
Cen. Pacific of California...100	1,201,000	J. A. & O.	Apr. '67 2	Milw. & St. Paul...100	1,014,000	J. & J.	Jan. '67 5	Troy, Salem and Rut'd...100	500,000		
Charlotte & S. Carolina...100	380,000	J. A. & O.	Apr. '67 2	Do. 1st pref. 100	3,627,500	J. & J.	Jan. '67 5	Union Transport'n (Bos.)...100	1,000,000		
Chemung...100	2,017,825	Annual.	Jan. '67 2	Do. pref. 100	3,775,000	J. & J.	Jan. '67 4	Union Pacific (C. D.)...100	1,000,000		
Cheshire, preferred...100	3,883,643	M. & S.	Mar. '67 5	M. Hill & Schuylk. Haven...100	2,030,261			Union Pacific (Cent. Br.)...100	594,400	J. & J.	Jan. '67 4
Chicago and Alton...100	2,425,676	M. & N.	Nov. '67 5	Minnesota Central...100	3,583,300			Utica and Black River...100	2,226,000	J. & D.	Dec. '66 4
Chicago, Burl. & Quincy...100	10,193,010			Mississippi Central...100	1,419,769	F. & A.	Feb. '67 5	Vermont and Canada...100	8,000,000		
Chicago and Gt. Eastern...100	4,300,000			Mobile and Ohio...100	5,500,000	F. & A.	Feb. '67 5	Vermont Central...100	2,800,000	J. & J.	Jan. '67 1
Chicago, Iowa & Nebras...100	1,000,000			Montgomery & W. Point...100	669,950	M. & N.	Nov. '66 4	Vermont and Massachusetts...100	516,184		
Chicago and Milwaukee...100	2,227,000			Morris and Essex...100	600,000			Vermont Valley...100	3,353,676		
Chicago & N. Western...100	13,150,927	Annual.	Dec. '66 7	Muscooke...100	2,066,544			Virginia Cen. rail...100	3,452,815	J. & J.	Jan. '67 5
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Apr. '67 5	Nashua and Lowell...100	1,100,000	F. & A.	Feb. '67 5	Western (Mass.)...100	6,710,800		
Cin. Ham. & Dayton...100	3,129,100	A. & O.	Apr. '67 5	Nashville & Chattanooga...100	600,000	J. & J.	Jan. '67 5	Western Union...100	2,687,287		
Cin. Richmond & Chicago...100	360,000			Nashville & N. Western...100	1,000,000	F. & A.	Feb. '67 5	Wilm. and Manchester...100	1,130,470		
Cin. & Indianap. Junction...100	1,600,000			Naugatuck...100	738,538	J. & J.	Jan. '67 5	Wilm. and Weldon...100	1,340,213		
Cincinnati and Zanesville...100	1,600,250	F. & A.	Feb. '67 4	New Bedford & Taunton...100	1,224,100	J. & J.	Jan. '67 5	Wilm., Charl. and Rut'd...100	1,000,000		
Cleveland & Mahoning...100	2,014,600	M. & N.	Nov. '66 4	New Haven & N. London...100	5,000,000	F. & A.	Feb. '67 5	Winona and St. Peter...100	1,141,000	J. & J.	Jan. '67 5
Cleveland, Painesv. & Ashta...100	5,000,000	J. & J.	Jan. '67 5	N. Haven & Northampton...100	895,000	M. & S.	Mar. '67 4	Worcester and Nashua...100	1,141,000		
Cleveland and Pittsburg...100	5,403,911	A. & O.	Apr. '67 4	New Jersey...100	4,697,457						
Cleveland and Toledo...100	4,841,600	A. & O.	Oct. '66 6	New London Northern...100	4,093,425	F. & A.	Feb. '67 5				
Col. & Indianap. Jct. cen...100	4,000,000	J. A. & O.	Apr. '67 2	N. O., Opel. & Gt. West'n...100	26,530,000	F. & A.	Jan. '67 4				
Columbus and Xenia...100	1,786,200	J. & J.	Jan. '67 5	New York Central...100	5,255,050	J. & J.	Jan. '67 4				
Concord...100	1,500,000	M. & N.	Nov. '61 4	New York and Harlem...100	1,500,000	J. & J.	Jan. '67 4				
Concord & Portsmouth...100	350,000	J. & J.	Jan. '66 3	Do. pref. 60	6,000,000	J. & J.	Jan. '67 5				
Coney Island & Brooklyn...100	500,000			N. Y., Provid. & Boston...100	1,755,281	J. & J.	Jan. '67 3				
Conn. & Passump. Rivers...100	1,673,300	J. & J.	Jan. '67 3	Niag. Bridge & Cananda...100	1,000,000	J. & J.	Jan. '67 3				
Do. do. pref. 100	1,650,000	J. & J.	Jan. '67 4	Ninth Avenue...100	795,360						
Connecticut River...100	1,83,160	A. & O.	Apr. '67 4	North Carolina...100	4,000,000						
Covington and Lexington...100	3,316,900			Northern (Ca.)...100	1,500,000						
Cumberland Valley...100	306,900			Northern Central...100	4,518,900	F. M. & N.	Feb. '67 2				
Danbury and Norwalk...100	2,384,941	J. & J.	Jan. '67 3	Northern of N. Hampsh...100	3,06,400	J. & D.	Dec. '66 4				
Dayton and Michigan...100	406,132	J. & J.	Jan. '67 3	Northern of N. Jersey...100	158,800						
Delaware...100	11,288,550	J. & J.	Jan. '67 5	North Missouri...100	2,399,307						
Del. Lackaw. & Western...100	1,550,050			North Pennsylvania...100	3,150,150						
Des Moines Valley...100	452,359			Norwich and Worcester...100	2,368,600	J. & J.	Jan. '67 5				
Detroit & Milwaukee...100	1,500,000			Ogdensb. & L. Champ'n...100	3,077,000	F. & A.	Feb. '67 3				
Do. do. pref. 100	1,200,000			Do. pref. 100	356,400	A. & O.	Oct. '66 4				
D. Dock, E. B'dw. & Bat...100	1,678,641	Annual.	Mar. '67 7	Ohio and Mississippi...100	20,222,647						
Dubuque and Sioux City...100	1,987,351	J. & J.	Jan. '67 4	Do. pref. 100	8,607,197	Annual.	Jan. '67 7				
Do. do. pref. 100	3,578,504	J. & J.	Jan. '67 4	Old Colony & Newport...100	4,848,300	J. & J.	Jan. '67 3				
Eastern (Mass.)...100	492,500	J. & J.	Jan. '67 4	Orange and Alexandria...100	2,063,655						
Eastern (N. H.)...100	604,400			Orange and Newark...100	281,550						
East Pennsylvania...100	1,000,000	J. A. & O.	Apr. '67 2	Oswego and Syracuse...100	482,400	F. & A.	Feb. '67 4				
East Tenn. and Georgia...100	1,000,000	F. & A.	Feb. '67 2	Pacific of Missouri...100	3,581,900						
East Tenn. and Virginia...100	500,000	M. & N.	Nov. '63 2	Panama...100	7,000,000	J. A. & O.	Apr. '67 6				
Eighth Avenue (N. Y.)...100	500,000	M. & N.	Nov. '63 2	Pennsylvania...100	20,000,000	M. & N.	Nov. '66 4				
Elm. Jeffers & Canand...100	500,000	M. & N.	Nov. '63 2	Peoria & Bureau Valley...100	1,200,000	A. & O.	Oct. '66 6				
Do. do. pref. 50	500,000	M. & N.	Nov. '63 2	Petersburg & Lynchburg...100	1,366,600						
Erie Railway...100	16,570,100	F. & A.	Feb. '66 4	Phila. & Balt. Central...100	218,100						
Do. do. pref. 100	8,638,700	Annual.	Jan. '67 7	Phila. & Reading...100	5,068,450	J. & O.	Oct. '66 5				
Erie & North East...100	600,000	F. & A.	Feb. '67 5	Phila. Germant'n & North'n...100	22,742,867	J. & J.	Jan. '67 5				
Evansville & Crawfordsv...100	1,142,384	J. & J.	Jan. '67 5	Phila. and Trenton...100	1,507,850	J. & J.	Jan. '67 5				
Fitchburg...100	4,540,000	J. & J.	Jan. '67 5	Phila. Wil. & Balt...100	999,200	J. A. & O.	Jan. '67 5				
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '67 5	Pittsburg & Connellsville...100	9,019,300	J. A. & O.	Jan. '67 5				
Florida...100	750,000			Pittsburg, Ft. W. & Chicago...100	1,791,823	J. A. & O.	Apr. '67 2				

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
COPPER:					COPPER:					IRON:					GOLD:				
Acton.....Ca.	5		200,000		Knowlton.....L. S.	25	8	20,000	64	Broad Top.....Pa.	50				Acadia.....N. S.	3		100,000	
Acton Vale.....Ca.	5		50,000		Lafayette.....Ca.	25		20,000		Copake.....N. Y.	50	50	50,000		Ada Elmore.....Idaho.	10		100,000	
Adventure.....L. S.	25	3	20,000		Lake.....Ca.	25	2	20,000		Foster.....N. Y.					Albion.....	3		100,000	
Albany and Boston.....	25	11	20,000	7	Lawrence.....L. S.	25		20,000		French Creek.....Pa.	5		100,000		Altona.....Col.	5		100,000	
Algonah.....	25	3	20,000	1	Lennoxville.....Ca.	5		100,000		Garrison's.....N. Y.	5	5	100,000		American.....Col.	100		50,000	
Allouez.....	25	11	20,000	6	Logan.....	3		100,000		George's Creek.....Md.	100	100	10,000	104	American Flag.....Col.	10		60,000	0.96
American.....	25	1	20,000		Lower California.....Mo.	50		40,000		Harewood.....	5	5	20,000		Ascot.....Can.	100		50,000	
Amygdaloid.....	25	17	20,000		Lyster.....Ca.	2		200,000		Lake Superior.....L. S.	25	25	20,000		Atl. & Pac.....Nev.	50		100,000	2.25
Anita.....Cal.	10		20,000		Madison.....L. S.	25	6	20,000		Teal Lake.....L. S.	25		20,000		Bates & Baxter.....Col.				
Annapolis.....Md.	10		50,000		Malden.....	25	2	20,000		Tyson.....Vt.	10		20,000		Benton.....	5		100,000	1.10
Areadia.....L. S.	10		20,000		Mandan.....	25	44	20,000		LEAD AND ZINC:					Black Hawk.....	100		50,000	
Arizans.....Ariz. T.	100		100,000		Manhattan.....	25	54	20,000	34	Amenia.....N. Y.	5		100,000		Bob Tail.....	10		100,000	
Arnold.....L. S.	25		20,000		Marquette.....	25	34	20,000		Bucks County.....Pa.	5		40,000		Briggs.....Col.	100		10,000	
Ascor.....L. S.	25		20,000		Maryland.....Md.	5		20,000	10c	Canada.....Ca.	5		50,000		Burroughs.....	10		100,000	
Ascor.....	25	14	20,000		Massachusetts.....	25	48	20,000		Champion.....N. Y.					Bullion.....Mtna.	5		200,000	
Atlas.....	25	2	20,000		Medora.....	25	11	100,000	44	Clute.....	5	5	110,000		Bullion Consol.....Col.	1		300,000	
Atco.....	25	44	20,000	4	Mendota.....	25	14	100,000		Continental.....	24	24	200,000		Chubasco.....N. S.	5		100,000	
Balt. and N. O.....N. O.	25	134	20,000	64	Merrimac.....	25	61	20,000		Eastport.....Me.	10		100,000		Central.....Col.	5		200,000	
Bay State.....L. S.	25	2	20,000		Merryweather.....	25		20,000		Erie.....N. Y.	10		40,000		Central Gold.....	5		20,000	
Beaver.....	25	2	20,000		Mesnard.....	25	8	20,000	14	Gay's River.....	2		100,000		Chaudiere.....Can.	5		100,000	
Bedford.....Ca.	5		125,000	40c	Meteor.....	25		20,000		Hampton.....Mass.	5		100,000		Cobden.....Idaho.	10		100,000	
Black River.....	25		20,000		Michigan.....	25		20,000		Jefferson.....N. Y.					Columbia.....Nev.	100		300,000	3.10
Bohemian.....L. S.	25	174	20,000		Middlesex.....	25		20,000		Kings Hill.....	5		10,000		Consol Gregory.....Col.	100		50,000	104
Bolton.....Ca.	25	24	20,000	50c	Minnesota.....L. S.	25	19	20,000	4	Lake Superior.....Mich.	5		200,000		Copalinche.....	50		250,000	
Boston.....L. S.	25	24	20,000		Mississippi.....Ca.	2		150,000		Lancaster.....Pa.	5		50,000		Corydon.....	25		100,000	4.60
Brooklyn.....L. S.	25	24	20,000		Morrison.....L. S.	25		20,000		Lehigh.....Pa.				40	Continental.....	100		20,000	
Brome.....Ca.	25		100,000		Nashua.....	25		20,000		Macomb.....N. Y.	5		110,000		Denver.....	20		50,000	
Cabot.....L. S.	25	5	20,000		National.....	25	54	20,000	9	Maine.....Me.	10		50,000		Downville.....	1		300,000	
Caledonia.....	25	5	20,000		Native.....	25	2	20,000		Mineral Point.....N. Y.	5		100,000		Eagle.....	10		100,000	
Cambridge.....	25	4	100,000	51c	Nebraska.....	25	1	20,000		Mount Hope.....N. Y.	24		80,000		East Bannock.....Mtna.	2		100,000	
Canada.....Vt.	4		100,000		Negunet.....	25	2	20,000		New Hampshire.....N. H.	5		100,000		El Dorado.....Col.	5		500,000	
Carp Lake.....L. S.	25		20,000		New England.....L. S.	25	2	20,000		New Jersey.....N. J.	5		12,000	100	Empire.....	20		20,000	
Cascade.....	25		20,000		New Jersey cons. N. J.	10		100,000		N. Y. & Boston.....N. Y.	10		100,000		Excelsior.....	10		30,000	
Central.....	25	5	20,000	60	Newton.....Ca.	1		200,000		Oswegatchie.....Ca.	10		100,000	25c	Garrison's.....	50		100,000	
Champlain.....Ca.	11		200,000		New York.....L. S.	25	1	20,000		Phenix.....N. Y.	5		50,000		Gem.....	50		25,000	
Chatham.....	2		20,000		N. Y. & Passaic.....N. J.	5		100,000		Placencia Bay.....N. F.	5		200,000		Goldconda.....	20		250,000	
Cheticamp.....	5		20,000		North Cliff.....	25	4	20,000	14	Ramsey.....Ca.	25		20,000		Gold Mountain.....Col.	10		600,000	
Chippewa.....L. S.	25		20,000		North State.....	25	34	20,000	2	Rochester.....	21		200,000		Gold Mining.....	100		50,000	
Clifton.....	25		20,000		North Western.....	25	114	20,000	2	Rossie.....	5		100,000		Gunnell.....	50		300,000	4.80
Collins.....	25	4	20,000	3	Norwich.....	25	11	20,000	1	Shawangunk.....N. Y.	5		100,000		Gunnell Central.....	50		20,000	
Concord.....	25	5	20,000		Ogima.....	25	7	20,000		Sussex.....N. J.	5		125,000		Gregory.....	50		20,000	
Consolidated.....	25		10,000		Oliveville.....N. Y.	5		100,000		Union.....Pa.	5		100,000	0.60	Great Western.....	10		60,000	
Copper Creek.....Mo.	100		10,000		Ontonagon.....L. S.	25		20,000		Walkkill.....N. Y.					Hope.....	25		80,000	
Copper Creek.....Wis.	25		20,000		Ottawa.....Ca.	1		200,000		Warren.....N. H.					Holman.....	2		150,000	0.15
Copper Falls.....L. S.	25	244	20,000	23	Pacific.....L. S.	25		20,000		White Mountain.....					Idaho.....Nebra.			100,000	
Copper Harbor.....	25	1	20,000		Pennsylvania.....	50	50	20,000	21	COAL & ANTHRACITE:					Isaac's Harbor.....N. S.	5		100,000	
Copper Hill.....Wis.	25		20,000		Petherick.....	25	54	20,000	164	American.....Pa.	25		60,000	50	Kansas-Colorado.....Col.	10		100,000	
Cornith.....Vt.	25		100,000		Pewabic.....	25	34	20,000		Appleton.....	50	50	50,000	244	Kip & Buel.....	2		100,000	
Cornwall.....Vt.	2		100,000		Phila. & Boston.....	25	15	20,000	5	Ashburton.....	50	50	50,000		Lake Major.....N. S.	50		12,000	
Daotail.....L. S.	25	24	20,000	14c	Phonix.....	25	15	20,000	42	Atlantic & G. C.....Md.	100	100	100,000		Mariposa.....Cal.	100		50,976	84
Dana.....	25	34	20,000		Pittsburg & Boston.....	25	54	20,000		Baltimore.....	100		40,000		Du. preferred.....	100		57,744	224
Deep River.....N. C.	5		10,000		Pontiac.....	25	104	20,000	14	Bear Valley.....	124		40,000		Mammoth.....Col.	10		100,000	
Delaware.....L. S.	25	204	20,000		Prescott.....Ariz. T.	100		100,000		Beaver Meadow.....Pa.	50	50	100,000		Manhattan.....	10		100,000	
Derby.....	25		20,000		Providence.....L. S.	25		20,000		Belmont.....	50	50	10,000		Massachusetts.....	5		250,000	
Devon.....	25	1	20,000		Quincy.....	10	10	20,000	31	Big Mountain.....Pa.	5		100,000		Mount Vernon.....Nev.	10		300,000	
Dorchester.....	25	14	20,000		Reliance.....	25		20,000		Boston & Pictou.....N. S.	5		100,000		Montana.....Col.	4		100,000	
Douglas.....	25		20,000		Republic.....	25		8,000		Bridgeport.....Pa.	10	10	80,000		National.....	10		300,000	
Dover.....Ca.	2		200,000		Resolute.....	25	64	20,000		Broad Mountain.....	10	10	30,000		New York City.....Nev.	100		50,000	
Dudley.....L. S.	25	14	20,000		Ridge.....	25	8	20,000		British American.....N. S.	24	24	200,000		N. Y. & Nevada.....Nev.	10		100,000	1.95
Dunham.....Ca.	2		200,000		Rochester.....	25	12	20,000	10	Cape Briton.....N. S.	24	24	200,000		N. Y. & N. Sco.....N. S.	10		100,000	
Durham.....	5		200,000		Rockland.....	25	12	20,000		Cameron.....Pa.	50		50,000		North Clear Creek.....Col.	10		100,000	
Eagle River.....L. S.	25	34	20,000	3	Roseoe.....Ca.	1		200,000	44	Central.....	100	100	20,000	45	Pacific.....	100		40,000	
Edwards.....	25	18	20,000		St. Clair.....L. S.	25	3	20,000		Coal Brook.....	50	50	20,000		Peoples'.....Col.	50		100,000	1.50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [---] "not ascertained."

PASSENGER RAILROAD BONDS.

Fiscal year ending.	Length. Completed: equi- val in single trk. In progress or projected.	Equip- ment. Cars. No. No. N.	Companies.	Cost of Road and Equip- ment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.	DESCRIPTION.	Amount out- standing.	Rate.	Pay- able.	Principal payable.	Market Price.
						Bonded Debt.	Floating Debt.	Gross.	Net.									
MASSACHUSETTS.																		
30 Nov. '66	3.36				110,000	119,000			8,800	7,525		41 1/2	Broadway (Brooklyn).	27,500	7 J. & J.	1884		
30 Nov. '66	5.73				348,279	325,000			20,451	168,846	44,203	43 1/2	Real Estate Mortgage					
30 Nov. '66	27.43				734,671	727,800	150,000	94		65,502		95	Broadway & 7th Avenue:					
30 Nov. '66	2.57				46,536	46,000				20,399	3,261		1st Mortgage	200,000	7 J. & D.	1884		
30 Nov. '66	11.75				271,539	200,000	50,000	50,032	164,742	5,253		25 1/2	Brooklyn, Bath & Coney Is'd					
30 Nov. '66	3.41				60,246	200,000	58,727		27,144			25 1/2	1st Mortgage	80,000	7 J. & J.	1883		
30 Nov. '66	3.07				36,800	21,000	9,600		19,627	2,240		50	Brooklyn and Rockaway:					
30 Nov. '66	38.82				1,601,478	1,250,000		139,096	752,414	113,472		52 1/2	1st Mortgage	30,000	7 J. & J.			
30 Nov. '66	6.28				494,702	400,000	38,000	76,444	157,176	11,437		36 1/2	Brooklyn Centr. & Jamaica:					
30 Nov. '66	3.22				300,000	300,000		4,627	2,686	211			1st Mortgage	304,250	7 J. & D.	1870		
30 Nov. '66	5.69				141,233	11,800	58,400	55,000	34,256	2,585			Brooklyn City:					
30 Nov. '66	7.78				189,972	150,000	27,300	4,148	35,970	6,108		4	1st Mortgage	170,000	7 J. & J.	1872		
30 Nov. '66	3.61				75,000	75,000			4,379	2,251		8	Brooklyn City & Newtown:					
30 Nov. '66	2.50				37,300	33,000			9,628	1,991		6	1st Mortgage	200,000	7 J. & J.	1872		
30 Nov. '66	6.74				95,000	5,000							Brooklyn City & Ridgewood:					
30 Nov. '66	1.58				283,789	200,000	24,000	113,007	341,247	10,110		5	1st Mortgage	20,000	7 J. & J.	1884		
30 Nov. '66	2.25				13,600	13,600			3,720	3,255		4	Cambridge:					
30 Nov. '66	11.90				62,152	59,800							1st Mortgage	140,000	6 J. & J.	1881	89	
CONNECTICUT.																		
31 Jan. '64	3.0	3.0	45	7	Fairhaven and Westville...	100,000	100,000					8	1st Mortgage	550,000	7 J. & J.	1874		
31 Dec. '62	8.5		11	3	Hartford and Wethersfield.	300,000	300,000						Citizens' Pittsburg:					
NEW YORK.																		
30 Sep. '65	7.17				85,544	50,000	31,000		65,155	501		100	1st Mortgage	200,000	7 J. & J.			
30 Sep. '65	17.50				1,586,666	900,000	610,000	46,000	103,215	37,588		100	D. Dock, E. B'dw. & Battery:					
30 Sep. '65	10.76				222,286	200,000	27,500	5,802	61,027	12,500		100	1st Mortgage	160,000	7 J. & J.			
30 Sep. '65	14.33				3,373,625	2,100,000	1,200,000	100,000	612,779	198,082		100	Eight Avenue:					
30 Sep. '65	7.75				185,178	100,000	86,000	71,180	28,068	8,282		100	1st Mortgage	127,150	7 J. & J.	1873		
30 Sep. '65	24.00				120,388	492,160	400,000	55,291	173,827	3,666		9	Real Estate	134,500	7 J. & J.			
30 Sep. '65	56.18	1.90	146	29	Brooklyn City	1,333,460	1,000,000	170,000	567,701	148,758		54 1/2	Frankford and Southwark:					
30 Sep. '65	11.75	4.00	82		539,162	366,000	200,000	37,602	104,091	5,651		100	1st Mortgage	200,000	7 J. & J.	1860	107	
30 Sep. '65	0.09	0.41			187,200	164,000	20,000	3,200				100	Germantown:					
30 Sep. '65	2.50				1,517,906	955,900	550,000		528,090	74,053		100	1st Mortgage	250,000	7 J. & J.	1869		
30 Sep. '65	24.00					2,800							Green and Coates St.:					
30 Sep. '65	2.00					500							1st Mortgage	98,000	7 J. & J.	1870	93	
30 Sep. '65	19.75				612,585	500,000	138,000	4,192	160,634	34,102		100	Harlem Br. Morris & Ford'm					
30 Sep. '65	11.82				1,535,290	1,200,000	211,000	50,000	298,714	80,362		100	1st Mortgage	118,000	7 J. & J.			
30 Sep. '65	6.00				650	650							Hestonville Mantua & Fairmount:					
30 Sep. '65	18.00	1.00	141		1,260,915	1,000,000	160,000		627,153	90,670		6	1st Mortgage	40,000	7 J. & J.	1869		
30 Sep. '65	12.00				962,521	750,000	260,000	2,698	227,662	63,047		5	Hoboken and Weehawken:					
30 Sep. '65	4.52					750,000						100	1st Mortgage	60,000	7 M. & S.	1872		
30 Sep. '65	10.00				193,735	72,000	118,500	3,000	52,790	2,900		100	Lynn and Boston:					
30 Sep. '65	19.00					3,550							1st Mortgage (road):					
30 Sep. '65	19.10				444,877	795,380	112,000		74,514	loss.		100	Malden and Melrose:					
30 Sep. '65	11.00				1,200	1,200						100	1st Mortgage guaranteed	58,727	6		1880	91
30 Sep. '65	16.00				251,559	133,400	100,000		80,028	29,616		100	Medford and Charlestown:					
30 Sep. '65	8.37				1,213,127	650,000	520,000	136,970	388,298	106		100	1st Mort. (Winter St. Br.)					
30 Sep. '65	17.50				1,409,516	750,000		139,604	482,224	loss.		120	Middlesex:					
30 Sep. '65	5.00				2,110,100	1,750,000	1,800,000	115,000	1,094,749	211,213		9	1st Mortgage	38,000				
30 Sep. '65	4.46	1.00			975	975		ope by	T & L R. R.			100	Malden & Melrose bonds	46,971				
30 Sep. '65	6.50	9.00			50,000	50,000							Real Estate	6,000				
30 Sep. '65	1.50				209,325	124,500	100,000		30,752	loss.			Ninth Avenue:					
30 Sep. '65	4.00				62,000	50,000	12,000		12,839	808			1st Mortgage	112,000	7			
NEW JERSEY.																		
31 Dec. '62	5.32				32,000	30,000		2,000					North Philadelphia:					
31 Dec. '62	5.05	2.50			134,400	70,000	60,000		17,228	9,988		3	1st Mortgage	100,000	7 J. & J.	1869		
31 Dec. '62	10.47				699,414	281,550	300,000	20,950	105,358	29,459		50	Orange and Newark:					
31 Dec. '62	17.00	150	22		100,000	40,000	60,000						1st Mortgage Broad street	100,000	7 J. & J.	1881		
31 Dec. '62	5.80												" O. & Newark	100,000	7 J. & J.	1883		
PENNSYLVANIA.																		
31 Oct. '65	7.89				235,421	100,000	135,000					40	2d Mortgage					
31 Oct. '65	5.50				188,024	100,000	56,300	10,318	114,721	34,877		10	Philadelphia City:					
31 Oct. '65	12.83				765,569	491,620	200,000		286,861	91,545		50	1st Mortgage	135,000	6 J. & J.	1879	91	
31 Oct. '65	6.00								62,732	8,227			Philadelphia and Darby:					
31 Oct. '65	4.50				232,963	150,000	100,000		158,803	30,721		2	1st Mortgage	17,000	7 J. & J.	1870		
30 Nov. '65	10.00				385,169	112,245	250,000		197,195	49,561		28 1/2	Phila. and Gray's Ferry:					
31 Oct. '65	5.04				114,011	160,000			122,866	36,832		4	1st Mortgage	15,500	7 J. & J.	1871		
31 Oct. '65	2.00				49,504	30,118			9,000	6,728		25	Pittab. Allegh'y & Manch.:					
31 Oct. '65	19.00					183,600			75,151	153,813		39	1st Mortgage	35,000	7 J. & J.	1871		
31 Oct. '65	4.50				156,000	90,000	50,200		72,460	14,007		25	Pittsburg & Birmingham:					
31 Oct. '65	3.75				66,840	54,000	22,600		67,040	14,278		14	1st Mortgage	22,600	7 J. & J.	1870		
31 Oct. '65	2.06				240,264	100,000	135,000		149,978	59,722		7 1/2	Phila. and Darby:					
31 Oct. '65	2.80				86,383	100,000	17,000		36,781	6,494		5	1st Mortgage	17,000	7 J. & J.	1870		
31 Oct. '65	5.00				179,635	120,000	63,300		41,737	6,903		50	Phila. and Gray's Ferry:					
31 Oct. '65	4.50				472,081	263,757	137,300		437,562	158,830		10	1st Mortgage	15,500	7 J. & J.	1869		
31 Oct. '65	5.62				114,368	120,000			51,683	9,187		50	Pittsburg & Birmingham:					
31 Oct. '65	7.00				249,411	217,697	15,000	10,000	84,900	20,545		44	1st Mortgage	22,600	7 J. & J.	1870		
31 Oct. '65	7.00				176,048	192,750			210,143	87,810		9 1/2	1st Mortgage	100,000	7 J. & J.	1870		
31 Oct. '65	6.25		</															

FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				
		Rate.	Payable.	WHEN PAYABLE.	Market Price.			Rate.	Payable.	WHEN PAYABLE.	Market Price.	
NATIONAL SECURITIES, Feb. 1.												
Loan of Jan. 28, 1847.....registered.....	\$7,066,500	6	Jan. & July.	1867	151 1/2	New York—State Bonds.....canal fund	6,000,000	6	Quarterly.	1873	100 1/2	
Loan of March 31, 1849.....registered.....	8,712,542	6	"	1868	128	" " " " " " " "	2,250,000	6	"	1874	99 1/2	
Texas Indemnity, of Sep. 9, 1850.....coupon	384,000	6	"	1868	129	" " " " " " " "	500,000	6	"	1875	100 1/2	
Loan of June 14, 1858.....coupon	20,000,000	5	"	1874	103	" " " " " " " "	900,000	6	"	1877	100	
Loan of June 22, 1860.....registered.....	7,022,000	5	"	1874	103 1/2	" " " " " " " "	800,000	6	"	1878	97 1/2	
Oregon War Loan of March, 1861.....coupon	1,016,000	6	"	1871	109	" " " " " " " "	909,807	5	"	pleas.	-----	
Loan of Feb. 8, 1861.....coupon	18,415,000	6	"	1871	111	" " " " " " " "	192,585	5	"	1866	-----	
Loan of July 17, & Aug. 5, 1861.....registered	256,333,250	6	"	1881	105	" " " " " " " "	1,163,000	5	"	1868	-----	
Loan of Feb. 25, 1862 (5-20s).....registered	614,780,500	6	"	1881	105	" " " " " " " "	442,960	5	"	1868	-----	
Loan of March 3, 1864 (5-20s).....registered	100,000,000	6	"	1881	106	" " " " " " " "	167,000	5	"	1871	-----	
Loan of March 3, 1865 (5-20s).....registered	236,249,000	6	"	1881	106 1/2	" " " " " " " "	4,500,000	5	"	1874	24	
Loan of March 3, 1864 (10-40s).....registered	171,069,350	5	"	1881	108 1/2	" " " " " " " "	900,000	5	"	1875	93	
Pacific R. R. Bonds of (currency).....registered	12,222,000	6	"	1881	108 1/2	" " " " " " " "	800,000	5	"	1878	-----	
Treasury Notes of July 17, 1861 (7-30s).....	187,350	7 1/2	Feb. & Aug.	1868	105 1/2	North Carolina—State bonds.....coupon	9,386,500	6	Various.	'66-'91	65 1/2	
" June 20, '64 & Mar. 3, '65 1st series.....	663,686,100	7 1/2	Jan. & Dec.	1868	105 1/2	" " " " " " " "	3,500,000	6	Jan. & July.	'90-'92	49	
" March 3, 1865.....2d series.....	15,240,104	6	At maturity.	-----	Ohio—State Bonds.....coupon	634,853	5	Jan. & July.	1865	-----		
Matured Debt not presented.....	19,922,980	6	At maturity.	3 y'rs	-----	" " " " " " " "	536,798	6	"	1868	98	
Gold Certificates of Deposit.....	143,064,640	-----	-----	-----	-----	" " " " " " " "	379,868	6	"	1868	-----	
Compound Interest Notes of 1864.....	281,427,056	-----	-----	-----	-----	" " " " " " " "	2,183,532	6	"	1870	99 1/2	
United States Notes (greenbacks).....	28,743,734	-----	-----	-----	-----	" " " " " " " "	1,600,000	6	"	1875	101	
Fractional currency.....	12,500,000	-----	-----	-----	-----	" " " " " " " "	4,096,309	6	"	1881	102 1/2	
Navy Pension Fund.....	-----	-----	-----	-----	-----	" " " " " " " "	2,400,000	6	"	1886	100	
STATE SECURITIES.												
Alabama—Dollar Bonds.....coupon	2,109,000	6	May & Nov.	1877	-----	" " " " " " " "	681,033	6	May & Nov.	'68-'71	-----	
" " " " " " " " " " " " " " " " " "	648,000	5	Jan. & July.	1876	-----	Pennsylvania—State Stock.....registered	20,200,000	5	Various.	'66-'90	97 1/2	
" " " " " " " " " " " " " " " " " "	688,000	6	"	1876	-----	" " " " " " " "	6,168,000	5	"	'77-'82	96 1/2	
Arkansas—State Bonds (issued to banks).....	1,509,000	6	"	1868	-----	" " " " " " " "	3,000,000	6	"	1871	103	
California—Civil bonds of 1857 & '60 coupon.....	3,774,000	7	"	1877	117	" " " " " " " "	3,889,000	6	Jan. & July.	'71-'94	100	
" " " " " " " " " " " " " " " " " "	1,548,000	6	"	1877	117	Rhode Island—State War Bonds.....	484,444	6	Jan. & July.	1868	-----	
Connecticut—State Bonds.....coupon	10,400,000	6	"	1877	101	South Carolina—State Bonds (sterling).....	1,708,000	6	"	'68-'90	-----	
Georgia—State bonds (sterling).....coupon	72,000	6	"	1877	101	" " " " " " " "	1,499,000	6	"	'77-'90	-----	
" " " " " " " " " " " " " " " " " "	2,271,750	6	"	1877	101	Tennessee—State Bonds.....coupon	1,949,440	5	April & Oct.	'76-'90	-----	
Illinois—Canal Bonds.....registered	1,758,400	6	"	1877	101	" " " " " " " "	239,167	5	"	'72-'79	-----	
" " " " " " " " " " " " " " " " " "	721,198	6	"	1877	101	" " " " " " " "	1,706,000	6	"	'82-'89	-----	
" " " " " " " " " " " " " " " " " "	436,000	6	"	1877	101	" " " " " " " "	24,382,882	6	"	long.	90	
" " " " " " " " " " " " " " " " " "	229,372	6	"	1877	101	" " " " " " " "	872,813	6	"	1862	64 1/2	
" " " " " " " " " " " " " " " " " "	2,371,725	6	"	1877	101	Vermont—State Bonds.....coupon	175,000	6	Various.	'67-'83	-----	
" " " " " " " " " " " " " " " " " "	1,778,877	6	"	1877	101	" " " " " " " "	1,660,000	6	June & Dec.	'71-'78	100	
" " " " " " " " " " " " " " " " " "	241,000	6	"	1877	101	Virginia—State Bonds.....registered	21,888,338	6	Jan. & July.	'84-'95	28	
" " " " " " " " " " " " " " " " " "	1,157,700	6	"	1877	101	" " " " " " " "	11,108,000	6	"	'86-'95	87 1/2	
Indiana—State Bonds.....registered	236,000	6	"	1877	101	" " " " " " " "	1,865,000	5	"	'76-'96	-----	
" " " " " " " " " " " " " " " " " "	2,058,173	6	"	1877	101	" " " " " " " "	-----	6	"	'76-'96	-----	
" " " " " " " " " " " " " " " " " "	1,228,000	6	"	1877	101	West Virginia—State Bonds.....coupon	-----	6	"	'76-'96	-----	
Iowa—State Certificates.....registered	200,000	6	"	1877	101	Wisconsin—State Bonds.....coupon	200,000	6	April & Oct.	'67-'68	-----	
" " " " " " " " " " " " " " " " " "	300,000	6	"	1877	101	" " " " " " " "	641,800	6	Jan. & July.	'71-'88	-----	
Kansas—State Bonds.....coupon	200,000	6	"	1877	101	" " " " " " " "	700,000	6	April & Oct.	'82-'98	-----	
Kentucky—State bonds.....coupon	417,000	6	"	1877	101	CITY SECURITIES.						
" " " " " " " " " " " " " " " " " "	3,204,000	6	"	1877	101	Allegheny—Railroad Bonds (new).....coupon	600,000	4	Jan. & July.	1913	-----	
Louisiana—State Bonds.....coupon	9,856,000	6	"	1877	101	Baltimore—City Bonds.....	-----	4	quarterly.	1870	-----	
" " " " " " " " " " " " " " " " " "	-----	6	"	1877	101	" " " " " " " "	-----	6	"	1870	97 1/2	
Maine—State Certificates.....	532,000	6	"	1877	101	" " " " " " " "	-----	6	Jan. & July.	1873	97 1/2	
" " " " " " " " " " " " " " " " " "	4,800,000	6	"	1877	101	" " " " " " " "	19,024,523	6	May & Nov.	1875	99	
Maryland—State Bonds.....coupon	2,171,902	6	"	1877	101	" " " " " " " "	-----	6	Jan. & July.	1886	98 1/2	
" " " " " " " " " " " " " " " " " "	1,727,000	6	"	1877	101	" " " " " " " "	-----	6	quarterly.	1890	99 1/2	
" " " " " " " " " " " " " " " " " "	3,192,763	6	"	1877	101	Boston—Municipal Scrip.....	583,205	4	April & Oct.	'78-'79	-----	
" " " " " " " " " " " " " " " " " "	6,401,000	6	"	1877	101	" " " " " " " "	-----	4	Various.	'66-'70	129 1/2	
Massachusetts—State Scrip.....	53,000	6	"	1877	101	" " " " " " " "	7,846,028	5	"	'71-'76	125	
" " " " " " " " " " " " " " " " " "	244,000	6	"	1877	101	" " " " " " " "	-----	5	"	'76-'80	69 1/2	
" " " " " " " " " " " " " " " " " "	376,000	6	"	1877	101	" " " " " " " "	-----	5	"	'81-'86	100	
" " " " " " " " " " " " " " " " " "	220,000	6	"	1877	101	" " " " " " " "	-----	5	"	'67-'76	134 1/2	
" " " " " " " " " " " " " " " " " "	6,429,000	6	"	1877	101	" " " " " " " "	688,000	5	May & Nov.	'70-'71	-----	
" " " " " " " " " " " " " " " " " "	297,000	6	"	1877	101	" " " " " " " "	305,000	5	Jan. & July.	'77-'78	100	
" " " " " " " " " " " " " " " " " "	150,000	6	"	1877	101	" " " " " " " "	1,949,711	4 1/2	"	'72-'78	-----	
" " " " " " " " " " " " " " " " " "	1,024,000	6	"	1877	101	Brooklyn—Municipal Bonds.....coupon	-----	6	Jan. & July.	'66-'71	89	
" " " " " " " " " " " " " " " " " "	2,030,000	6	"	1877	101	" " " " " " " "	3,036,200	6	"	'81-'97	92	
" " " " " " " " " " " " " " " " " "	1,088,000	6	"	1877	101	" " " " " " " "	5,500,000	6	"	'86-'96	90	
Michigan—\$2,000,000 Loan Bonds.....coupon	250,000	6	"	1877	101	Chicago—Municipal Bonds (old).....coupon	371,000	7	Various.	'67-'81	99	
" " " " " " " " " " " " " " " " " "	1,750,000	6	"	1877	101	" " " " " " " "	956,000	6	Jan. & July.	1876	98 1/2	
" " " " " " " " " " " " " " " " " "	100,000	6	"	1877	101	" " " " " " " "	1,464,000	6	"	1885	99 1/2	
" " " " " " " " " " " " " " " " " "	216,000	6	"	1877	101	Jersey City—Water Loan.....coupon	660,000	7	Jan. & July.	'70-'87	99 1/2	
" " " " " " " " " " " " " " " " " "	1,122,000	6	"	1877	101	Milwaukee—Re-adjusted Bonds.....coupon	925,000	4	June & Dec.	1894	-----	
" " " " " " " " " " " " " " " " " "	700,000	6	"	1877	101	New York City—Municipal Stock.....	3,478,900	6	F.M.A. & N.	'76-'78	-----	
Minnesota—State Bonds.....coupon	250,000	6	"	1877	101	" " " " " " " "	4,714,000	6	"	'1883	100	
" " " " " " " " " " " " " " " " " "	2,275,000	6	"	1877	101	" " " " " " " "	1,800,000	6	"	1887	100	
Missouri—State Bonds (railroad).....	13,701,000	6	"	1877	101	" " " " " " " "	5,149,271	6	"	1898	-----	
" " " " " " " " " " " " " " " " " "	8,000,000	6	"	1877	101	" " " " " " " "	275,000	6	"	Feb. & Aug.	1868	-----
" " " " " " " " " " " " " " " " " "	7,000,000	6	"	1877	101	" " " " " " " "	402,768	5	F.M.A. & O.	'67-'69	-----	
" " " " " " " " " " " " " " " " " "	-----	6	"	1877	101	" " " " " " " "	160,000	5	"	1870	94	
New Hampshire—State Bonds.....	535,000	6	"	1877	101	" " " " " " " "	3,125,200	5	"	1873	-----	
" " " " " " " " " " " " " " " " " "	1,650,000	6	"	1877	101	" " " " " " " "	819,000	5	"	1874	-----	
" " " " " " " " " " " " " " " " " "	2,306,000	6	"	1877	101	" " " " " " " "	334,700	5	"	1875	-----	
New Jersey—State Stock.....inscribed	95,000	6	"	1877	101	" " " " " " " "	2,016,000	5	"	1876	-----	
" " " " " " " " " " " " " " " " " "	731,000	6	"	1877	101	" " " " " " " "	2,375,000	5	"	'79-'80	83	
" " " " " " " " " " " " " " " " " "	703,000	6	"	1877	101	" " " " " " " "	900,000	5	"	1890	-----	
" " " " " " " " " " " " " " " " " "	25,566,000	6	"	1877	101	Philadelphia—City Bonds (old).....	674,300	5	"	1898	87	
" " " " " " " " " " " " " " " " " "	1,189,780	6	"	1877								

RAILROAD EARNINGS—MONTHLY.

[illegible]

AMERICAN RAILROAD BOND LIST.

1 signifies that the road is in the hands of receivers, (f) that the company is in default in its interest, "S. F." Sinking Fund, "var." that the bonds fall due at different periods

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort	2,000,000	7	Jan. & July	New York	1899	85
Convert. (guar. by Dir.)	150,000	7			1863		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	6,600,000	7	Apr. & Oct.	New York	1895	59
1st Mortgage convertible	535,000	7	Jan. & July	New York	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July	New York	1870	100
Albany and Susquehanna:							Income bonds	51,000	8	May & Nov.	"	var.	
Mortgage	1,016,739	7	April & Oct.	Albany	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	94
1st Mortgage	395,700	7	April & Oct.	Pittsburg	1891		General 1st Mortgage	8,600,000	7	"	"	1885	85
Atlantic and Gt. Western:							Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	88
1st Mortgage, N. Y. Division	895,000	7	Jan. & July	London	1879	80	Consolidated Sinking Fund	949,000	7	F. M. A. & N.	"	1915	80
2d Mortgage	774,700	7	April & Oct.	"	1881	75	Equipment Bonds	270,483	7	Jan. & July	"	1874	
1st Mortgage, Penn.	2,324,800	7	"	"	1877	81	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	85
2d Mortgage	913,500	7	Jan. & July	"	1882	77	Green Bay Extension Bonds	300,000	7	"	"	1885	75
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Flag Trust Bonds	245,000	8	Jan. & July	"		
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York	1876	85	Cincinnati, Hamilton and Dayton:						
2d Mortgage	2,880,000	7	Jan. & July	"	1883	98	1st Mortgage	379,000	7	Jan. & July	New York	1867	100
1st Mortgage, Buffalo Ext'n	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	"	1880	90
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		Cincinnati and Zanesville:						
Consolidated Bonds	16,333,500	7	Quarterly	London	1890		1st Mortgage	1,300,000	7	May & Nov.	New York	1893	
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland	1866	92	1st Mortgage	550,000	7	Feb. & Aug.	New York	1873	93
Sterling Bonds (Coupon)	484,000	6	Nov. & May	London	1878	96	2d Mortgage	587,000	8	March & Sept.	"	1876	
City of Portland Loan (Coupon)	1,000,000	6	Various	N. Y., P. & B.	'93-'70		Hubbard Branch	105,800	7				
Baltimore and Ohio:							Clev., Painesville and Ashtabula:						
Maryland Sterling B'ds of 1833	8,000,000	5	Ja. Ap. Ju. Oc.	London	1833		Special (Sunbury and Erie)	600,000	7	Jan. & July	New York	1878	100
Mortgage Coupon	1,852,000	6	April & Oct.	Baltimore	1885	97	Dividend Mortgage	1,000,000	7			1890	
"	1,850,000	6	Jan. & July	"	1880	97	Cleveland and Pittsburg:						
"	1,855,000	6	Jan. & July	"	1875	97	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York	1873	94
"	1,834,000	6	Ja. Ap. Ju. Oc.	"	1887	103	3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	90
Balt. City Loan of 1855	5,000,000	6	Jan. & July	"	1890	92	4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July	"	1892	75
Bay de Noquet and Marquette:							River Line bonds	4,000	7			1897	
Income	100,000	8	April & Oct.	Boston	1870		Dividend bonds	16,725					
Bellefontaine and Indiana:							Income bonds	8,500					
1st Mortgage extended	1,225,000	7	Jan. & July	New York	'70-'99	99	Clev. Columbus and Cin.						
2d Mortgage	453,000	7	"	"	1870	82	1st Mortgage, Coupon	475,000	7	Jan. & July	New York	'64-'90	
Income bonds	87,000				1870		Cleveland and Toledo:						
Selvidere Delaware:							1st Mortgage	213,000	7	April & Oct.	New York	1867	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York	1867	85	2d Mortgage	146,000	7	June & Dec.	"	1872	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton	1885	86	C. & T. Mortgage Bonds	300,000	7	April & Oct.	"	1886	97
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877		C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
Boston Concord and Montreal:							C. and T. (B. F.) Mortgage	2,081,000	7	Jan. & July	"	1885	102
1st Mortgage	61,000	6	Feb. & Aug.	Boston	1865		Columbus and Xenia:						
1st Mortgage	300,000	7	"	New York	1865		Dividend	36,660					
2d Mortgage	100,000	6	Jan. & July	Boston	1870	90	Mortgage	248,000		June & Dec.	New York	1866	
2d Mortgage Coupons	250,000	7	"	New York	1870	90	Connecticut River:						
Sinking Fund	356,000	6	"	Boston	1889	95	Mortgage	250,000	6	March & Sept.	Boston	1878	93
Boston and Lowell:							Connecticut and Passump. Rivers:						
Mortgage	440,000	6	Jan. & July	Boston	1873	100	1st Mortgage	605,700	6	June & Dec.	Boston	1876	95
"	200,000	6	"	"	1879	98	Cumberland Valley:						
Buffalo, New York and Erie:							1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York	1877	95	2d Mortgage	109,500	8	"	"	1904	
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	85	Dayton and Michigan:						
Buffalo and State Line:							1st Mortgage	283,000	7	Jan. & July	New York	1867	93
1st Mortgage	500,000	7	April & Oct.	New York	1866	101	2d Mortgage	2,822,000	7	"	"	1881	87
Income in '99, in '72	200,000	7	Jan. & July	"	var.		3d Mortgage	642,000	7				
Special Erie and North-East	149,000	7	"	"	'61-'70		Toledo depot bonds	169,500	7				
Burlington and Missouri:							Funded Interest	34,220	7				
New Land Mortgage	1,180,950	7	April & Oct.	New York	1870		Dayton and Western:						
Convertible bonds	600,000	7	Jan. & July	"	1870		1st Mortgage	280,000	7	March & Sept.	New York	1882	50
Old Road bonds	121,160	7	"	"	'93-'80		2d Mortgage	250,000	7	June & Dec.	"	1882	40
Camden and Amboy:							Delaware:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual	London	1880		1st Mort., guar. by P. W. & B.	600,000	6	Jan. & July	Philadelphia	1875	50
American Loan	3,120	6	"	New York	1864		Guaranteed	100,000	6	"	"	1875	
Loan for \$500,000	211,930	6	"	"	1867	100	State Loan	170,000	6	"	"	1876	
" \$500,000	354,100	6	"	"	1870	93	Delaware, Lackawanna and W'n:						
" \$575,000	675,000	6	"	"	1875	91	1st Mortgage (Lack. & Western)	900,000	8	Jan. & July	New York	1871	96
" \$1,700,000	1,700,000	6	"	"	1883	89	1st Mortgage (E. Extension)	1,499,000	7	April & Oct.	"	1875	101
" \$2,500,000	867,000	6	"	"	1889	89	2d Mortgage	2,516,500	7	March & Sept.	"	1881	101
Consolid. Mort. Loan \$5,000,000	4,420,400	6	"	"	1889	95	Des Moines Valley:						
Camden and Atlantic:							1st Mortgage coupon	1,740,000	8	April & Oct.	New York	1877	100
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia	1872	85	Income	848,000	7	Jan. & July	"	1884	80
2d Mortgage	493,000	7	April & Oct.	"	1879	71	Detroit and Milwaukee:						
Catawissa:							1st Mortgage (convertible)	2,500,000	7	Jan. & July	New York	1875	75
1st Mortgage	279,000	7	May & Nov.	Philadelphia	1882		2d Mortgage	1,000,000	8	"	"	1866	
Cayuga and Susquehanna:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	300,000	7	Jan. & July	New York	1865		4th Mortgage (G. W. R. R.)	500,000	8				
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	909,000	7	Feb. & Aug.	New York	1870	101	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July	New York	1883	79
2d Mortgage	600,000	7	May & Nov.	"	1875	100	Construction bonds, 2d Div'n	660,000					
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville	1890	89	2d Mortgage (convertible)	420,000	5	Jan. & July	London	1872	96
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865		3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston	1874	96
2d Mortgage	800,000	7	June & Dec.	New York	1885	101	1st M. (State) \$75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
1st Mortgage (B. F.)	960,000	7	"	"	1885	85	Essex Railroad Bonds	214,400	6			1876	
2d Mortgage (B. F.)	1,368,800	7	"	"	1875	50	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July	"	'67-'60		State, 1st Mortgage	1,223,000					
Charleston and Savannah:							Endorsed by State of Tennessee	189,430					
1st Mortgage (endorsed)	610,000	6					Mortgage (ordinary)	780,400					
2d Mortgage	1,000,000	7					East Tennessee and Virginia:						
Cheshire:							State, 1st Lien	1,602,000					
Bonds of '76, '77, '80	673,200	6	Jan. & July	Boston	'75-'80	94	Endorsed by State of Tennessee	200,000					
Chicago, Burlington and Quincy:							1st Mortgage (after State)	100,000					
Trust Mort. S. F., convertible	356,000	8	Jan. & July	New York	1883	110	Redeemable in Stock	66,953					
" " " " " "	1,189,000	8	"	"	1883		Ston and Hamilton:						
Plain Bonds, dated Sept. 20, 1880	680,000	7	March & Sept.	"	1890		1st Mortgage	787,784	1			var.	
2d Mortgage, inconvertible	941,000	4	July	Frankfort O. M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July	New York	1867	100	Exchanged for Buff. and St. L.	149,000	7	Jan. & July	New York	61-'70	
Central Military Trust, 2d Mort.	58,000	8	May & Nov.	"	1868		Evansville and Crawfordville:						
C. B. & Q. Scrip	457,408	7	Jan. & July	Frankfort O. M.			Mortgage Bonds	1,000,000	7			1869	
Chicago and Alton:							Mortgage Bonds	150,000	7			1881	82
1st Mortgage	2,400,000	7	Jan. & July	New York	1893	100	Florida:						
1st Mortgage pref. S. F.	483,000	7	April & Oct.	"	1877	102	Internal Improvement (State)	1,655,000	7			1891	
Income Bonds	1,700,000	7	May & Nov.	"	1893	91	Free Land, 2d Mortgage	1,700,000	8			1891	

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount	Interest.	Interest.		Due.	Price.	Description.	Amount	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.: Internal Improvement (State)..... Free Land, 2d Mortgage.....	\$300,000 200,000	7 8			1891 1891		Memphis and Charleston State (Tenn.) Loan..... 1st Mortgage.....	\$1,501,990 1,254,000	6 7	Jan. & July. May & N.V.	New York. "	1880 "	
Galena and Chicago Union: 1st Mortgage Coupon..... 2d Mortgage (S. F.) Coupon..... Elgin and State Line..... Mississippi River Bridge.....	1,963,000 1,080,000 180,000 200,000	7 7 7 7	Feb. & Aug. May & Nov. Jan. & July. Jan. & July.	New York. " " "	1882 1875 1879 1884	98 1/2 99 1/2 99 99	Michigan Central: 1st Mortgage Sterling..... 1st Mortgage S'g (convertible)..... 1st Mortgage (convert.) Dollar..... 1st Mortgage (convert.) Dollar..... 1st Mortgage (S. F.) convertible.....	467,489 500,000 1,995,500 247,000 4,253,500	6 6 8 8 8	Jan. & July. March & Sept. " " April & Oct.	London. " N.Y. & Boston " "	1872 1880 1882 1882 1882	
Great Western, Ill.: 1st Mortgage Western Division..... " Eastern ".....	1,000,000 1,350,000	10 7	April & Oct. Feb. & Aug.	New York. "	1863 1865	106 102 1/2	Mich. Southern and N'n Indiana: Northern Indiana, 1st..... Eric and Kalamazoo..... Northern Indiana, Plain..... Goshen Air Line..... Detroit and Toledo..... 1st General Mortgage (S. F.)..... 2d General Mortgage.....	4,000 37,000 1,000 651,000 734,000 4,855,000 2,253,500	7 7 7 7 7 7 7	Feb. & Aug. March & Sept. Feb. & Aug. " " May & Nov.	New York. " " " " "	1861 1862 1863 1868 1876 1885 1877	
Hannibal and St. Joseph: Missouri State Loan (1st lien)..... Land Security..... Convertible Bonds.....	3,000,000 3,344.60 822,000	6 7 7	Jan. & July. April & Oct. Jan. & July.	New York. " "	73-78 1881 1883	80 92 97	Milwaukee and St. Paul: 1st Mortgage..... 2d Mortgage..... Real Estate Purchase..... Milwaukee and Prairie du Chien: 1st Mortgage (coupon)..... Minnesota and Pacific..... Real Estate.....	4,693,000 1,500,500 135,500 390,600 1,200,000	7 7 7 7 7 7	Feb. & Aug. April & Oct. Jan. & July.	New York. " New York.	1893 1884 1891	87 1/2 82 96
Hudson River: 1st Mortgage..... 2d Mortgage (S. F.)..... 3d Mortgage..... Convertible.....	125,000 210,000 125,000 4,000,000 2,000,000 1,840,000 1,002,000	7 7 7 7	Jan. & July. June & Dec. May & Nov. "	New York. " " "	1866 1885 1876 1887	100 101 1/2 99 100 1/2	Mississippi Central: 1st Mortgage..... Mississippi Central and Tenn.: State (Tenn.) Loan..... Mississippi and Missouri: 1st Mortgage (convertible)..... 2d Mortgage (S. F.)..... Oskaloosa Division..... 1st Land Grant..... 2d Land Grant..... Income Bonds.....	1,007,363 529,000 1,000,000 400,000 688,556 3,612,000 691,000 513,300	7 6 7 7 7 7 7	Jan. & July.	New York.	1891 1892	96 61
Illinois Central: Optional Right Bonds..... Construction..... Construction..... Redemption bonds..... Sterling Redemption bonds.....	28,000 6,668,600 2,523,000 2,563,000 358,500	7 7 6 6 7	Jan. & July. April & Oct. " " "	New York. London. New York. " London.	1863 1875 1875 1880 1875		Mississippi and Tennessee: Tennessee State Loan..... Mississippi State Loan..... 1st Mortgage..... Mobile and Ohio: Tennessee State Bonds..... Sterling (1st mortgage) Bonds..... Income Bonds of 1831..... " 1832-67..... " ten years.....	98,000 202,099 171,000 1,099,160 4,187,000 145,200 625,700 75,342	6 6 7 6 6 8 8 8	Jan. & July. " " " " " "	New York. London. Mobile N.Y. & Mob. Mobile.	1882 1882 1861 182-68	
Indiana Central: 1st Mortgage (convertible)..... 2d Mortgage..... Income.....	600,000 264,000 20,500	7 10 7	Jan. & July. "	New York.	1866 1882 1885	100 106 98	Mongomery and West Point: Alabama State Loan..... Mortgage (due 1860, '63 and '65)..... Mortgage..... Morris and Essex: 1st Mortgage (S. F.)..... Muscookee: 1st Mortgage..... Nashville and Chattanooga: Mortgage (State endorsed)..... Chat. and Olev. Subco. (endors.)..... New Albany and Salem: 1st Mortgage..... N. Hav., N. Lond. and Ston'gton: 2d Mortgage..... Extension..... New Haven and Northampton: 1st Mortgage..... 1st Mortgage (H. & Hamp.)..... New Jersey: Company's (various)..... New London Northern: 1st Mortgage..... Extension Bonds..... N. Orleans, Jackson and Gt. North.: 1st Mortgage Coupon..... 2d Mortgage Bonds..... N. Orleans, Opelous, and Gt. West.: Louisiana State Loan..... New Orleans City Subscription 1st Mort. Construction.....	98,000 202,099 171,000 1,099,160 4,187,000 145,200 625,700 75,342 122,622 350,000 450,000 3,034,776 249,000 1,500,000 231,000 2,285,000 200,000 116,000 500,000 103,000 865,000 60,000 72,800 2,741,000 241,000 650,000 1,500,000 1,730,000	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6				

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$320,000	8	Mar. & Sept.		1867		State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	'87-'88	
North-Eastern (S. C.):							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
1st Mortgage	700,000						Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
2d Mortgage	224,500						Mortgage (Registered)	504,000	7	"	"	1875	
Northern Central:							Richmond and Petersburg:						
Md. State Loan (Irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore.			Mortgage bonds	180,500	7	June & Dec.	Petersburg.	'75-'76	
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Mortgage Bonds	175,000	6	March & Sept.	Petersburg.	1870	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Rutland and Burlington:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	Jan. & July.	"	1877	91	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	122
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1886	82½	2d Mortgage	927,500	7	"	"	1868	57
North Missouri:							3d Mortgage	440,000	7	"	"	1868	8
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90½	Sacramento Valley:						
North Pennsylvania:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Chattel Mortgage	800,000	10	"	"	1887	118	Sandusky, Dayton and Cincinnati:						
Northern (N. H.):							1st Mortgage	981,000	7	Feb. & Aug.		1900	7½
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston.	1874	92	2d Mortgage	16,000	7	"		1866	
Norwich and Worcester:							3d Mortgage	148,000	7	"		1875	
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877		Six per cents	73,972	6	"		1878	
Bonds for Dividend Serip.	59,000	7	"	New York.	'64-'74		Sand'sky, Mansfield and Newark:						
Steamboat Bonds	95,000	7	Feb. & Aug.	"	'63-'70		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Ohio and Mississippi:							Saratoga and Whitehall:						
1st Mortgage—Eastern Division	2,080,000	7	Jan. & July.	New York.	1872	87	1st Mortgage	250,000	7	April & Oct.	New York.	1866	
1st Mortgage—Western	850,000	7	"	"	1872		1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1866	
2d Mortgage—Western	750,000	7	"	"	1874		Seaboard and Roanoke:						
Orange and Alexandria:							1st Mortgage	300,000	7	"		1880	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		2d Mortgage	75,000	7	"		1870	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875		South Carolina:						
2d Extension	550,500	8	May & Nov.	"	1873		State Loan	187,000	6	"		1868	
Orleansburg & Lake Champlain:							Domestic Bonds	238,500	6	Jan. & July.		'73-'74	
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	90½	Domestic Bonds	642,500	7	April & Oct.		'69-'71	
2d Mortgage (now stock)						71	Sterl. 8½ p'd b'ds after Jan. 1, '70	285,111	6	Jan. & July.	London.	1896	
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80		1st Mortgage	500,000					
Pacific (Mo.):							South-Western (Ga.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71	87 95	1st Mortgage	437,500				1875	
Construction Main Line	1,500,000	7	"	"		92½	South-West Pacific:						
St. Louis County bonds	700,000	7	"	"	1885		Mortgage	2,000,000					
Panama:							Stebony and Ind. (P. C. and C.)						
1st Mortgage Sterling	415,000	7	April & Oct.	London.	1870	101½	1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage Sterling	345,000	7	April & Oct.	"	1875		Sunbury and Erie:						
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872		1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Pennsylvania:							Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75-'78	
1st Mortgage	1,029,000	7	March & Sept.	New York.	1898	76	Jyracuse, Binghamton and N. Y.:						
2d Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	90½	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
3d Mortgage	2,021,000	6	April & Oct.	"	1875	97½	St. Louis, Alton & Terre Haute:						
State Works Bonds	2,288,840	6	Jan. & July.	London.	1876		1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
Pennobscot and Kennebec:	6,700,000	6	Jan. & July.	Harrisburg.	1894	102	2d " (series B)	1,100,000	7	April & Oct.	"	1894	81
Bangor City 1st Mort. (Coupon)	631,000	6	April & Oct.	Boston.	'74-'75		2d " (series C)	1,400,000	7	Feb. & Aug.	"	1894	80
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		2d " (series D)	1,400,000	7	May & Nov.	"	1894	31
Petersburg and Lynchburg (S. Side):							" " Income (series E)	1,700,000	7	"	"	1894	75
State (Va.) Loan (S. F.)	800,000	7	Feb. & Aug.	New York.			Toledo, Peoria & Warsaw:						
1st Mortgage (70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75		1st Mortgage	1,800,000	7	June & Dec.	New York.	1894	77
2d Mortgage (1862-'70-'72)	314,900	6	"	"	'62-'72		Terre Haute and Richmond:						
Special Mortgage (1865-'68)	175,000	6	"	"	'65-'68		1st Mortgage (convertible)	60,000	7	March & Sept.	New York.	1866	
Last Mortgage (1863 to 1869)	92,000	8	"	"	'63-'69		Toledo and Wabash:						
Phila., Germantown and Norris'n:							1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	80½
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	2d M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	81
Convertible Loan	292,500	6	"	"	1885	119	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	79
Philadelphia and Reading:							2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
Bonds of 1865 (nonconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		Sinking Fund Bonds	152,855	7	"	"		86
" 1868	182,400	5	"	"	1880		Equipment bonds	600,000	7	"	"		68
" 1869	2,095,000	6	April & Oct.	"	1870	92½	Vermont Central:						
" 1870	106,000	6	Jan. & July.	"	1871	92½	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110½
" 1871	1,525,800	6	"	"	1880	91½	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	40
" 1872	804,000	6	"	"	1880	91½	Vermont and Massachusetts:						
" 1873	101,000	6	"	"	1880	91	Mortgage Bonds	624,905	6	Jan. & July.	Boston.	1883	95½
" 1874	67,000	6	"	"	1880	91	Vermont Valley:						
" 1875 (convertible)	415,500	6	"	"	1886	104½	1st Mortgage	386,000	7	April & Oct.		1860	
" 1886	60,000	7	"	"	1886		2d Mortgage	114,000	6	"	"	1860	
Phila., Wilmington and Baltimore:							3d Mortgage	293,200	7	"	"	1859	
Mortgage Loan	400,000	6	Jan. & July.	Philadelphia.	1894	95½	Virginia Central:						
Pittsburg and Connellsville:							Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74½	Mortgage (coupons)	208,500	6	"	Richm'd &	1872	
Pittsburg, Ft. Wayne and Chicago:							Mortgage (coupons)	983,000	6	"	New York	1884	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101½	State Loan 1859-'60	210,000	6	"	Richmond		
" (series B)	875,000	7	Feb. & Aug.	"	1912		Coupon bonds of 1865	33,000	8	"	"	1876	
" (series C)	875,000	7	Mar. & Sept.	"	1912		Funding Interest bonds	83,125	8	"	"	'70-'77	
" (series D)	875,000	7	April & Oct.	"	1912		Dividend bonds	122,613	6	"	"	'65-'76	
" (series E)	875,000	7	May & Nov.	"	1912		Bonds not secured by mort.	61,584	6	"	"	due	
" (series F)	875,000	7	Jun. & Dec.	"	1912		Virginia and Tennessee:						
" (series G)	800,000	7	Jan. & July.	"	1912		State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
" (series H)	800,000	7	Feb. & Aug.	"	1912	94½	1st Mortgage	600,000	6	"	New York.	1872	
" (series I)	800,000	7	Mar. & Sept.	"	1912		2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
" (series K)	800,000	7	April & Oct.	"	1912		Salt Works Br. Mort. due '68-'71	203,000	6	"	Lynchburg.	var.	
" (series L)	800,000	7	May & Nov.	"	1912		Warren (N. J.):						
" (series M)	800,000	7	June & Dec.	"	1912		1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
3d Mortgage	2,000,000	7	April	"	1912	88	Warwick Valley, N. Y.:						
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1878		1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Pittsburg and Steubenville:							Watertown and Rome:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	76	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	
Potomac and Watertown:							Western (Mass.):						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74		Sterling (£300,000)	4,319,820	5	April & Oct.	London.	'68-'71	
Quincy and Chicago							Dollar Bonds	950,000	6	"	Boston.	1875	92
1st Mortgage	1,300,000						Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'70	100½
Reno and Mississippi							Elmira and Williamsport:						
1st Mortgage (Eastern Division)	680,000	8		New York.			1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1890	96
1st Mortgage (Western Division)	767,000	8		"	1876	86	Wilmington and Manchester:						
Allegheny and Gaston:							1st Mortgage	506,000	7	May & Nov.	New York.	1866	
Coupon	100,000						2d Mortgage	200,000	7	"	"	1872	
Richmond, Fred. and Potomac:							Wilmington and Weldon:						
Sterling (£267,000)	324,000	6			1860		Mortgage, payable in England.	443,555	6	Jan. & July.	London.	1893	
							Sterling, issued in 1868	144,500	6	"	"	1868	
							Company's endorsed by State.	150,000	6	"	"	1872	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.					
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.				Net.	Dividends.				
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. C.				
ALABAMA.																								
30 Jun. '00	65.0			50.6			Alabama and Florida	1,451,36			877,953	503,500	105,255	1,515,704	54.0			101,102	37,886					
28 Feb. '99	30.8			58.1	2	2	Alabama and Mississippi	461,505	30,991		235,010	109,500	21,632	518,965	30.8			55,791	31,852					
31 May '99	109.6			57.8	11	9	Alabama and Tennessee Rivers	2,261,927	184,906		1,067,000	777,777	240,485	2,476,023	109.6			207,626	111,232					
30 Jun. '99	57.0			171.3			Mobile and Girard	1,500,000							57.0		296,791	267,626	21,066					
31 Dec. '98	469.3	13.5		49.4	21	20	Mobile and Ohio	9,253,002	2,189,562		3,615,400	7,961,831	1,641,391	17,922,359	469.3			1,324,847	612,459					
19 Feb. '00	88.5	28.4			23	14	Montgomery and West Point	1,838,718	427,265	100,000	1,419,789	922,622	23,579	2,582,505	116.9			505,156	280,259					
ARKANSAS.																								
1 Nov. '98	38.5			107.5			Memphis and Little Rock	553,877			351,524	446,000	10,725	811,949										
CALIFORNIA.																								
30 Dec. '00	22.5						Sacramento Valley	1,493,850			763,850	700,000		1,493,850	22.5			230,251	104,694					
CONNECTICUT.																								
31 July '98	23.8			1.9	6	5	Danbury and Norwalk	345,795	66,483	8,266	308,900	100,000			23.8		58,945	103,333	26,249	3				
31 Jan. '99	122.4			17.7	75.1	18	20	Hartford, Provid. and Fishkill	3,902,356	302,511		2,037,940	1,836,740			122.4		319,433	644,725	166,139				
30 Nov. '98	61.4	10.2		66.9	25	42	310	Hartford and New Haven	3,129,047		3,129,047	3,000,000	927,000		3,927,000	76.2			1,691,804	633,438	12			
31 Dec. '98	74.0			8.9	10	12	261	Housatonic	2,439,775		347,819	2,000,000	292,500		2,787,594	124.0			192,989	478,095	65,463			
31 Dec. '98	57.0			2.0	8	11	188	Naugatuck	1,455,639			1,100,000	295,000		34,095	62.0			159,074	419,469	135,922			
28 Feb. '99	80.0			2.6	8	10	30	N. Haven, N. London and Ston.	1,454,040			738,538	766,000			62.0			67,149	79,553	loss			
30 Nov. '98	85.0	8.9			3		22	New Haven and Northampton	2,379,608		2,379,608	1,224,100	650,000		1,574,100	30.0			60,067	79,553	loss			
30 Nov. '98	100.0				14	16	156	New London Northern	658,905			895,000	353,283		122,500	137.0			228,845	332,570	88,064			
31 Mar. '98	61.3	1.0		63.8	34	77	412	New York and New Haven	4,656,302	970,220	855,466	5,000,000	2,000,000		140,785	8,081,181	117.4			629,209	1,382,213	549,834		
30 Nov. '98	59.4	7.0		9.2	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000		6,112	3,380,357	66.4			365,149	750,678	260,528		
DELAWARE.																								
31 Oct. '00	84.3			10.7			Delaware	1,552,257			406,132	870,000	271,877	1,607,694	84.3				138,970	41,466				
31 Oct. '02	16.2						Newcastle and Frenchtown	704,860		18,535	744,520			5,024	749,544	5.0				27,233	10,290			
FLORIDA.																								
30 Apr. '00	154.2				150		Florida																	
30 Apr. '00	32.0			3.0	13.0	3	1	Florida and Alabama	532,791	30,586		191,495	195,000	75,894	619,112	32.0				7,857	3,535			
30 Apr. '00	59.9			5.0				Flo., Atlantic and Gulf Central																
30 Apr. '00	100.0	3.9		10.0	153	5		Pensacola and Georgia																
GEORGIA.																								
30 Jun. '98	88.7				16	6	85	Atlanta and West Point	1,200,079		96,462	1,232,700	36,500	22,721	1,296,541	86.7				415,411	54,648	4		
30 Dec. '98	92.6			8.7	70.9			Atlantic and Gulf—M. Trunk								30.0								
31 Dec. '98	53.0							Augusta and Savannah	1,032,200			733,700	129,500			53.0				168,998	95,612			
30 Apr. '99	43.6			23.7				Brunswick and Florida	755,000			151,887				31.0								
30 Nov. '98	191.0				53	62	607	Central of Georgia (and Bank)	4,386,800			4,386,800			6,590,178	229.0			879,468	1,715,026	764,574			
31 Mar. '98	171.0	61.0						Georgia (and Bank)	4,156,000		1,003,650	4,156,000	312,500		8,123,343	232.0			1,159,188	628,048	8			
30 Nov. '98	102.5				19	16	171	Macon and Western	1,500,000			1,500,000			12,295	1,658,976	102.5			228,241	404,618	212,676		
31 July '98	50.0				7	2	107	Muscougee	774,244	162,534		699,960	249,000		1,026,868	60.0					202,714	110,516	8	
1 May '98	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	62,374		1,275,901	10,200	180,621	1,478,140	71.6								
31 July '98	106.1	100.8	16.2		22	20	230	South Western	3,850,806	411,378	34,175	3,202,400	437,500	12,532	4,808,568	223.8				264,524	856,846	343,502		
30 Sep. '98	133.0				52	24	705	Western and Atlantic	5,901,497			built and owned by State.				138.0						832,348	454,541	
ILLINOIS.																								
31 Dec. '98	250.0				67	32	1,098	Chicago and Alton	10,118,522		2,172,382	6,311,900	3,983,000	498,049	12,290,904	250.0			1,934,115	3,095,153	1,484,616			
30 Apr. '98	317.0	83.0	47.0		111	54	1,142	Ohio, Burlington and Quincy	12,777,552	2,970,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0			2,083,580	6,175,553	2,790,435			
31 May '98	242.0	68.0			154	94	3,145	Chicago and Northwestern	37,323,791		2,356,660	26,155,641	12,020,483	825,398	39,680,452	242.0				6,820,760	1,802,272	3		
31 Mar. '98	181.8				65	71	1,306	Chicago and Rock Island	8,065,132		2,265,632	6,500,000	1,448,000		10,315,774	223.4			1,234,851	3,154,232	1,442,761			
31 May '98	174.5	5.5	14.3		21	22	64	Great Western	4,959,561			1,648,561	2,360,000		4,214,542	180.0					742,097	377,476		
31 Dec. '98	454.8	252.5			150	83	3,546	Illinois Central	20,954,453		10,523,828	23,415,780	12,144,000		41,478,280	708.3			8,609,862	6,546,741	2,175,447			
31 Dec. '98	118.0				15	0	284	Toldeo, Peoria & Warsaw	4,253,624	525,000	92,307	3,104,654	1,600,000	114,982	4,970,931	111.0				224,593	580,333	250,156		
31 Dec. '98	195.0	14	12.2		48	30	1,002	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	200.0					2,240,744	488,558		
INDIANA.																								
31 Aug. '98	132.0				41	23	765	Chicago and Great Eastern				4,390,000	5,600,000			224.0								
31 Dec. '98	72.4				14	10	187	Evansville and Crawfordsville	2,312,344	289,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0			246,145	559,128	246,720			
31 Dec. '98	89.8				19	17	266	Indiana Central	1,687,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0				442,893	168,541			
31 Dec. '98	84.0	20.2			23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,468,108	110.0				448,558	230,834	9		
31 Dec. '98	84.0				25			Ind. Pittsburg and Cleveland	2,735,556			997,000	106,879		2,975,878	84.0				384,539	771,763	307,832		
1 Dec. '98	78.0			11.0	15	14	201	Jeffersonville	1,549,518		278,234	1,016,907	621,000		2,175,223	108.0				312,869	627,863	268,156		
31 Mar. '98	84.0	46.0		3.0	17	10	283	Indianapolis and Madison	1,454,347			1,648,900	640,000		1,538,763	132.0				315,172	111,914	6		
30 Nov. '98	73.0				26	23	654	Louis, N. Albany & Chicago	6,000,000			2,800,000	3,000,000	2,000,000	6,000,000	238.0					645,827	371,40		
30 Nov. '98	73.0				26	23	654	Terre Haute and Indianapolis	1,988,150		967,278	1,928,150	60,000	218,000	2,965,428	73.0			411,278	1,248,736	695,071			
IOWA.																								
30 Apr. '98	75.5			176.5	11	8	275																	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "Not Running" (—) signify "not ascertained." Land-Grant Railroads are in "Italics."

Years ending.	Railroad.				Road in progress or projected.	Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			Dividends.	Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Engines.		Cars.		Property and Assets.		Liabilities.			Share Capital paid in.	Bonds and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.					
						Passenger.	Freight, etc.			Railroad and Appurtenances.	Rolling Stock.	Other Assets.							Total.	Incl. all other assets and liabilities.	Gross.	Net.		
M.	M.	M.	M.	No.	No.	No.															P. c.			
MAINE.																								
30 Nov. '62	55.0			6	4	74	Androscoquin	1,050,000			151,833	444,688	205,554	757,581	63.5	79,344	79,761	43,461						
30 Jun. '63	149.0		25.0	41	17	349	Atlantic and St. Lawrence	2,684,059			2,494,000	3,471,560	1,985,870	7,952,330	149.0	878,878	1,116,113	177,878			46			
31 Dec. '65	68.0	9.5	8.9	12	11	120	Portland and Kennebec	3,000,000			1,000,000	2,000,000		8,000,000	109.5	274,410	680,816	97,709						
31 May, '65	92.7			13	16	223	Maine Central	4,212,201		57,091	1,447,000	2,733,800	1:0,597	8,401,457	109.2	171,568	489,592	219,302						
31 May, '65	51.3			12	4	119	Portland, Saco and Portsmouth	1,491,307		100,000	1,500,000			1,600,000	51.3	161,056	450,222	258,767			101			
MARYLAND.																								
30 Sep. '64	279.6	7.2		221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	10,151,992	9,420,530	1,022,989	39,653,113	268.8	3,493,376	5,577,692	5,301,183			116			
30 Sep. '64	30.0						Washington Branch	1,650,000			1,650,000			2,217,477	39.0		864,481	258,462			127			
31 Dec. '65	133.0	4.0	25.0	60	56		Northern Central	9,247,136	1,104,744	1,602,961	4,618,900	5,211,244	1,639,780	12,044,941	261.0	1,642,015	3,315,510	1,828,793			44			
MASSACHUSETTS.																								
30 Nov. '60				18	16	60	Boston, Hartford & Erie	12,510,917	412,896		11,877,000	8,201,350	47,990	20,126,330	94.9	113,400	84,579							
30 Nov. '60	26.8	1.8	16.8	26	41	554	Boston and Lowell	2,465,434	183,346		521,732	1,830,000		3,470,511	70.9	489,176	99,992	176,288			118			
30 Nov. '60	74.3	8.9	50.4	38	80	744	Boston and Maine	3,932,547	446,537		581,286	4,076,974		8,010,730	164.3	775,454	1,576,826	498,499			130			
30 Nov. '60	47.0	7.0	45.0	30	63	230	Boston and Providence	3,182,000	207,400		537,061	3,360,000		3,917,061	61.8	441,186	1,194,784	384,544			134			
30 Nov. '60	46.6	24.0	62.6	36	68	386	Boston and Worcester	4,062,534	437,416		1,259,810	4,500,000		4,015,191	83.6	729,470	1,914,729	490,301			143			
30 Nov. '64	46.0	1.1	2.7	7	17	58	Cape Cod Branch (par 60)	907,100	123,856		31,983	721,928		1,050	1,093,806	47.1	86,510	202,097	69,027		84			
30 Nov. '60	50.0	8.4	11.9	14	26	205	Connecticut River	1,747,155	189,816		300,144	1,650,000		594	2,287,115	53.4	255,853	617,143	177,322		108			
30 Nov. '60	44.1	50.4	33.1	38	82	679	Eastern	4,452,969	606,090		467,611	3,658,300		5,428,700	94.5	805,800	1,422,167	477,714			109			
30 Nov. '60	51.0	42.5	76.1	29	38	472	Fitchburg	3,199,851	350,149		456,729	3,540,000		4,096,729	23.5	477,106	1,074,444	347,247			120			
30 Nov. '60	14.0		2.8	3	4	40	Fitchburg and Worcester	234,774	40,222		247,800	2,000		275,012	14.0	37,740	82,974	16,960			6			
30 Nov. '60	12.4		2.3	2	4	20	Lowell and Lawrence	332,353	30,275		7,027	300,000		3,568	379,158		Op. by Boston & Lowell				8			
30 Nov. '62	14.5		17.4	11	18	219	Nashua and Lowell	558,919	86,684		114,623	600,000		713,226	41.6	216,731	441,504	90,995			125			
30 Nov. '60	30.1	1.2	1.2	4	19	70	New Bedford and Taunton	463,582	46,018		134,000	500,000		26,600	684,000	36.7	72,492	259,107	71,332		9			
30 Nov. '60	13.5	10.5	30.5	33	74	61	Old Colony and Newport	6,656,671	234,503		4,845,300	2,141,000	358,060	7,847,300	141.0	609,552	1,332,307	509,790			7			
30 Nov. '60	18.6		7.0	1	3		Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6		60,880				31			
30 Nov. '60	43.4	1.0	17.5	17	20	248	Providence and Worcester	1,453,596	302,758		48,600	1,750,000		55,000	1,805,000	44.4	294,180	701,147	183,414		104			
30 Nov. '60	11.1		1.7	3	4	197	Salem and Lowell	390,284	38,729		7,168	243,506		660	471,171		Op. by B. & L. Co.	17,600			1			
30 Nov. '62	11.1	0.6	1.2	3	12	76	Taunton Branch	210,273	39,747		35,695	250,000		286,096	11.7	50,279	243,676	62,826			8			
30 Nov. '60	61.1		36.5				Troy and Greenfield	2,259,056	207,343		117,892	2,800,000			3,684,321	77.3	153,121	435,965	140,648		34			
30 Nov. '60	60.3	8.0	5.5	11	16	180	Vermont and Massachusetts	10,987,212	890,115		5,223,176	6,710,500		17,190,503	156.1	1,680,062	3,832,017	1,406,791			139			
30 Nov. '60	156.1	17.3	144.4	85	72	1330	Western (Incl. Alb. & W.S. etc.)	10,987,212	890,115		5,223,176	6,710,500		17,190,503	156.1	1,680,062	3,832,017	1,406,791			139			
30 Nov. '66	45.7		10.6	11	14	226	Worcester & Nashua (par 84)	1,025,000	116,000		124,356	1,141,000		13,196	1,265,856	45.7	260,869	474,362	178,953		101			
NEW HAMPSHIRE.																								
31 Mar. '66	93.5		5.6	14	10	232	Boston, Concord and Montreal	2,850,000			249,283	1,800,000	1,050,000	31,216	3,199,538	93.5		422,829	184,871			67		
30 Nov. '62	63.6		9.0	27	15	271	Cheshire	2,688,907			247,381	2,085,925	673,200		3,269,139	76.6	422,417	601,617	109,887		24			
31 Mar. '66	34.6			21	22	494	Concord (par 450)	1,500,000			171,715	1,500,000			1,671,715	121.4	627,354	857,967	101,242		8			
31 Mar. '66	23.9		2.5	2			Manchester & Lawrence	825,000	175,000		62,327	1,000,000			1,062,327									
31 Mar. '66	22.3		2.9	2			Merrimack and Conn. Rivers	698,258				698,258												
31 Mar. '66	99.2	13.0	12.5	26	12	468	Northern New Hampshire	3,068,400		740,296	3,008,400	161,400	264,341	3,908,693	92.2	387,759	615,728	216,973			9			
NEW JERSEY.																								
31 Dec. '65	64.2	11.0	8.1				Belvidere Delaware	3,425,079			997,112	2,193,000	259,472	3,449,585	75.2		596,469	141,448						
31 Dec. '65	61.2	42.4	74.9	74	95	171	Camden and Amboy	9,478,363		4,516,144	6,942,200	10,189,472	175,000		6,274,607	124.2	6,274,607	1,702,359			133			
31 Dec. '65	60.2						Camden and Atlantic	1,885,941			1,042,745	1,034,775		143,162	2,240,871	60.2		283,688	91,097			8		
31 Dec. '65	74.0	12.0	79.0	65	52	1,071	Central of New Jersey	11,949,791	1,283,773		528,117	10,955,949	1,609,000	838,632	15,264,586	109.1	1,187,978	3,086,390	1,297,956			118		
31 Dec. '65	63.6			24	43	274	Morris and Essex	6,573,292			145,427	3,199,050	3,084,775	109,104	6,652,719	58.0	314,000	680,465	165,070			7		
31 Dec. '65	13.5			35	98	180	New Jersey	3,890,329	817,533		1,804,566	5,000,000	855,000	6,612,449	33.8	638,632	1,770,862	789,016			10			
31 Dec. '65	21.5			2	6	17	Northern New Jersey	461,662			158,800	260,000		64,621	438,321	21.2	103,516	185,932	26,874			30		
31 Dec. '65	65.0	16.0					Raritan and Delaware Bay	3,975,488			2,520,700	1,498,500	684,885	4,684,385	51		320,644	loss			65			
31 Dec. '65	18.2						Warren	2,083,300			1,408,300	600,000		2,083,300	18.2		272,095	118,123			54			
31 Dec. '65	39.5						W-st Jersey	1,578,183			598,400	400,000		258,000	1,736,400		256,693	56,573			18			
NEW YORK.																								
30 Sep. '65	82.0		4.5	68.0	9	12	133	Albany & Susquehanna	3,183,056	198,509		1,604,145	1,014,739	173,722	2,794,607	82.0	65,472	175,729	88,064					
30 Sep. '65	142.0		13.0		28	32	411	Buffalo, New York and Erie	3,569,098			560,000	2,380,000		6,400,000	83.3	499,448	2,266,084	697,228			134		
30 Sep. '65	86.0		18.4		34	37	697	Buffalo and State Line	2,267,838	516,578		650,000	2,200,000		3,400,00									

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.							Earnings.				Dividends.	Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Trunk and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Gross.	Net.	Dividends.			
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total, incl. all other assets and liabilities.						
M.	M.	M.	M.	No.	No.	No.															P. C.
PENNSYLVANIA.																					
31 Jan. '60	44.0	—	—	136.0	13	11	113	Allegheny Valley	2,350,728	232,046	293,573	1,948,400	614,000	518,542	2,876,942	44.0	184,201	386,277	123,892	—	16
31 Dec. '59	387.9	103.0	—	117.0	139	96	3,059	Atlantic and Great Western	46,006,475	—	1,464,306	13,441,150	30,000,000	1,796,588	48,000,750	490.2	2,647,709	5,811,233	2,126,200	—	14
31 Oct. '58	65.0	2.5	4.0	—	21	9	413	Catawissa	3,634,000	—	—	3,350,000	279,000	—	3,629,000	65.0	240,415	370,223	149,387	—	8
30 Sep. '57	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,682,937	—	519,459	1,216,900	470,500	51,467	2,102,896	74.0	180,698	—	140,779	—	8
31 Oct. '56	113.0	4.0	50.0	—	85	17	3,070	Del., Lackawanna and West'n	7,283,706	2,663,113	—	10,247,050	3,491,500	742,686	14,481,135	204.5	1,437,363	1,783,320	58,671	15	120
31 Oct. '55	36.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,273,765	161,589	—	604,400	598,400	44,888	1,247,688	37.7	161,484	380,743	201,072	—	5
31 Dec. '54	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	—	—	1,000,000	1,620,000	—	2,620,000	78.0	302,872	580,973	—	5	30
31 Oct. '53	18.5	—	8.0	—	—	—	—	Erle and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	18.5	149,535	464,480	193,583	10	—
31 Oct. '52	81.0	2.0	4.3	—	13	11	349	Erle and Pittsburg	1,699,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,230	190,200	—	—
31 Oct. '51	36.0	18.0	17.7	—	—	—	—	Harriensburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	36.0	oper. by Penn. R.R. Co.	—	7	66	
31 Oct. '50	32.0	—	1.3	44.0	4	2	14	Hempfield	1,616,459	41,941	—	1,809,565	500,000	100,000	2,409,565	32.0	30,875	53,829	1,195	—	—
31 Oct. '49	44.0	14.5	11.7	6.0	16	2	133	Huntingdon and Broad Top	2,089,328	—	—	685,120	1,436,082	389,318	2,510,530	68.5	173,778	352,213	78,702	—	16
31 Oct. '48	80.0	2.0	34.5	—	20	6	1,278	Lackawanna and Bloomsburg	7,375,813	40,714	—	1,336,000	2,276,725	121,409	3,783,134	82.0	173,037	683,015	60,201	—	—
31 Oct. '47	70.0	17.5	64.0	—	62	12	2,373	Lehigh Valley	8,044,093	2,037,526	—	6,632,250	1,477,000	—	8,109,250	87.5	647,080	3,046,960	1,861,680	10	60
31 Oct. '46	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	—	—	2,646,100	906,000	73,555	3,624,655	28.3	oper. by Reading R.R.	—	3	60	
31 Oct. '45	130.5	—	63.3	—	31	—	—	Mine Hill and Schuylk. Haven	3,708,200	—	—	3,708,200	—	—	3,708,200	130.5	—	—	8	—	
31 Oct. '44	55.6	14.2	13.9	—	23	22	686	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,586	6,629,199	69.8	318,981	875,064	412,353	—	55
1 Dec. '43	354.8	38.7	173.4	—	352	141	5,999	Pennsylvania	28,434,310	3,376,024	1,041,462	20,000,000	10,750,124	3,651,447	45,850,796	359.2	6,004,300	17,459,169	4,189,111	10	60
31 Oct. '42	17.0	3.0	22.6	—	18	42	119	Phila., Germant'n & Norrist'n	1,139,079	268,439	—	1,476,300	183,000	—	1,659,300	24.0	311,691	656,739	326,576	8	62
31 Oct. '41	287.6	—	65.0	—	89	38	1,116	Phila. and Sunbury	17,692,766	—	—	5,009,450	13,000,000	2,000	18,071,450	287.6	oper. by Penn. R.R. Co.	—	10	131	
30 Nov. '40	93.0	59.5	233.3	—	254	63	7,082	Philadelphia and Reading	22,289,948	3,768,774	4,681,353	20,240,673	6,006,683	—	30,008,075	471.8	3,688,309	11,142,519	4,812,371	10	60
31 Oct. '39	26.5	—	26.5	—	—	—	—	Philadelphia and Trenton	1,836,386	—	245,995	999,200	200,000	—	1,199,200	26.5	177,433	1,630,422	548,891	10	—
31 Oct. '38	96.0	—	83.6	—	62	85	983	Phila., Wilmington and Balt.	8,302,122	744,425	1,562,695	8,978,300	516,000	452,896	10,669,242	197.0	981,466	5,884,609	1,046,804	10	61
31 Oct. '37	59.5	—	11.4	59.5	12	11	84	Pittsburg and Connellsville	2,361,664	198,520	—	1,774,773	1,500,000	64,203	3,784,101	72.0	272,688	594,363	130,361	—	—
31 Dec. '36	463.3	16.0	123.0	—	159	119	2,237	Pittsburg, Ft. Wayne & Chicago	23,188,331	—	3,362,312	9,312,442	12,573,000	1,507,620	26,545,698	463.3	4,623,073	8,489,062	3,283,547	10	60
31 Dec. '35	28.0	—	6.2	—	—	—	—	Shamokin Valley & Pottsville	1,178,773	112,824	—	600,000	791,597	—	1,391,597	28.0	144,006	316,498	110,000	4	60
31 Oct. '34	23.4	—	3.3	—	8	13	31	Westchester & Philadelphia	1,331,640	143,557	—	684,036	982,800	130,340	1,777,176	23.4	188,578	247,240	200,598	—	—
31 Oct. '33	30.6	—	4.4	—	7	3	228	Tioga	821,200	212,788	—	437,800	326,000	20,292	790,092	30.6	112,409	303,228	128,926	4	60
RHODE ISLAND.																					
31 Aug. '66	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	—	—	1,765,581	500,000	—	2,265,581	62.0	240,600	625,641	169,523	12	59
SOUTH CAROLINA.																					
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,265	195,266	197,905	1,099,536	51.9	—	283,263	151,536	—	—
31 Dec. '57	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,046	—	—	1,201,000	384,000	—	1,585,000	109.6	—	341,190	126,871	—	—
1 Jan. '56	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	824,161	—	1,429,008	1,145,000	345,546	2,819,554	143.2	—	220,014	96,145	—	—
25 Feb. '55	102.0	—	—	—	—	—	—	North Eastern	1,011,652	—	—	985,743	980,410	108,172	2,067,326	102.0	—	—	—	—	—
31 Dec. '54	138.0	106.0	—	—	47	84	343	South Carolina	8,511,957	—	649,110	5,519,275	3,534,795	447,409	9,827,975	242.0	—	1,312,738	387,332	—	—
TENNESSEE.																					
20 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,797	47.6	—	29,967	19,187	—	—
30 June '60	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	2,141,970	—	—	2,141,970	—	—	2,141,970	30.0	10 mo.	44,109	164,081	—	—
1859.	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,510,033	166,264	—	638,654	1,902,000	390,407	4,009,891	140.0	150,142	297,806	149,167	—	—
30 Jun. '60	21.6	19.4	20.0	—	62	41	348	Memphis and Charleston	6,312,725	2,885,990	448,922	6,312,725	2,885,990	1,462,314	11,068,991	21.6	406,061	1,274,307	624,142	—	—
1859.	271.6	18.0	20.0	3.9	9	6	242	Memphis and Ohio	2,256,267	141,144	—	570,000	1,361,000	145,000	3,742,311	271.6	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Loulav.	2,000,000	100,500	—	296,721	740,000	—	2,796,721	100.0	—	—	—	—	—
1859.	59.0	—	40.1	7	5	—	—	Mississippi and Tennessee	1,137,400	—	—	795,285	554,949	519,518	1,849,742	59.0	69,870	177,256	60,029	—	—
1859.	47.4	—	2.3	4	6	—	—	Mississippi Central and Tenn.	592,710	82,908	—	317,447	632,500	22,869	652,715	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	12	2	—	—	McMinnville and Manchester	633,807	65,816	—	144,994	406,000	5,000	745,617	34.2	30,065	28,809	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	810	Nashville and Chattanooga	8,632,392	—	—	2,056,544	1,781,000	—	10,419,936	149.7	—	734,115	337,384	6	—
1859.	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860.	46.8	—	4.2	11.7	6	5	32	Tennessee and Alabama	76,016	76,016	—	695,222	560,000	204,50							

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	6	6	---
Berkshire (guaranteed)	800,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	6	61
Buffalo, N. Y. & Erie, (guaranteed)	375,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	15	---
Catawissa (preferred)	1,150,000	7	30	---
Chenung (guaranteed)	380,000	---	---	---
Cuyuga & Susquehanna (guarant.)	343,500	---	---	---
Chesapeake (preferred)	2,017,825	7	66	---
Chicago & Alton (preferred)	2,425,400	7	7	108
Chicago & Northwestern (pref.)	12,994,720	7	7	64
Coehecho (preferred)	177,750	8	---	---
Ct. & Passumpsic Rivers, (pref.)	1,733,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	---
(2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---
Dubuque & Sioux City (preferred)	1,988,171	7	34	75
Elmira, Joff. & Canandaigua (guar.)	500,000	---	---	---
Elmira & William-port (preferred)	500,000	---	---	---
Erie (preferred)	8,635,700	7	7	42
Hannibal & St. Joseph (preferred)	5,253,866	7	7	55
Harrisburg & Lancaster (guar.)	1,152,100	7	7	---
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	---
Kennebec & Portland (preferred)	872,000	6	---	---
Leakawanna & Bloomsburg (pref.)	500,000	7	---	---
Marquette & Cincinnati (1st pref.)	6,206,475	7	3	26
(2d pref.)	3,819,772	7	3	20
Michigan B. & N. Indiana (guar.)	1,039,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	90
(2d pref.)	841,400	7	7	73
Milwaukee & St. Paul (preferred)	7,370,900	7	7	64
New Haven & Northampton (guar.)	1,010,000	---	---	---
New York & Harlem (preferred)	1,600,000	8	---	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---
Peterboro & Hudson (guaranteed)	630,000	8	---	---
Peterboro & Ramapo (guaranteed)	243,000	---	---	---
Potomac & Bureau Valley (guar.)	1,200,000	6	---	---
Philadelphia & Reading (pref.)	1,551,900	7	---	---
Philadelphia & Trenton (guar.)	1,000,000	---	---	---
Pittsburgh & North Adams (guar.)	450,000	6	6	94
Port, Sauc. & Portsmouth (guar.)	1,500,000	6	6	---
Rutland & Burlington (preferred)	382,700	8	---	---
(2d preferred)	608,176	6	---	---
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	63
Toledo & Wabash (preferred)	984,700	7	7	65
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	---	---
(2d pref.)	908,422	7	---	---
Troy & Greenbush (guaranteed)	274,400	6	6	48
Vermont & Canada, (guaranteed)	1,600,000	8	8	102
Warren (guaranteed)	1,408,300	7	7	---
White Mountains (guaranteed)	200,000	5	---	---
Wright, Y. & Gettysburg (guar.)	517,050	2	2	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,667,343	6 J. & J.	1886	92	---
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	---	---
" sterling	4,375,000	6	1890	---	---
Preferred bonds	1,700,000	6	18	---	---
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	87	---
Delaware & Hudson:					
Mortgage	641,000	6 M. & S.	1870	110	---
Delaware & Raritan:					
See Camden & Amb. R.R.					
Erie and Penn.:					
Bonds	873,799	7 J. & J.	1865	---	---
Interest Certificates	161,980	6	1865	---	---
Lehigh Navigation:					
1st Mortgage	414,157	6 Qtrly.	1870	---	---
Six per cent. Loan	2,667,376	6	1884	91	---
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863	---	---
2d Mortgage	57,000	6	1865	---	---
Morris:					
1st Mortgage	465,500	6 A. & O.	1876	93	---
2d Mortgage	295,750	6	---	---	---
Boat Loan	99,852	6	---	90	---
North Branch:					
1st Mortgage	590,000	6 M. & N.	1876	80	---
Schuylkill Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	87	---
2d Mortgage	3,980,670	6 J. & J.	1882	78	---
Improvement	1,602,570	6 M. & N.	1876	74	---
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5 J. & J.	1865	---	---
Md. stg. loan converted	200,376	6	1865	---	---
Mortgage bonds	965,000	6	1878	65	---
Preferred Interest b'ds.	237,560	6	1878	21	---
Union, (Pa.)					
1st Mortgage	3,000,000	6 M. & N.	1883	22	---
West Branch & Susquehanna:					
1st Mortgage, 4 1/2% fund	450,000	6 J. & J.	1875	90	---
Wyoming Valley					
1st Mortgage	600,000	6 J. & J.	1875	86	---

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Share.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,843,563	96	---
Chesapeake and Ohio	100	8,224,595	---	---
Delaware Division	100	1,633,350	66	---
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	64,000	---	---
Illinois and Michigan	50	6,091,700	10	53
Lehigh Navigation	50	725,800	3	---
Monongahela Navigation	100	1,025,000	10	56
Morris, (consolidated)	100	1,175,000	10	121
" (preferred)	100	---	---	---
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,908,207	22	---
" (preferred)	50	2,888,953	31	---
Susquehanna and Tide Water	50	2,045,260	15	---
Union	50	2,787,000	4	---
West Branch and Susquehanna	100	1,100,000	6	28
Wyoming Valley	50	760,000	16	57

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.				
IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 1/4 cents per lb.; Pig, 90 per ton; Polished Sheet, 3 cents per lb.				
Pig, Scotch, No. 1.....(cash).....	per ton	42 50	@	45
Pig, American, No. 1.....	per ton	42	@	42
Bar, Refined, English.....	per ton	90	@	97 50
Bar, Swedes, assorted sizes (in gold).....	per ton	90	@	100
STOCK PRICES:				
Bar, Swedes, assorted sizes.....	per ton	100	@	---
Bar, English & American, Refined.....	per ton	110	@	115
Bar, English & American, common.....	per ton	130	@	105
Scroll, English.....	per ton	140	@	190
Ovals and Half round.....	per ton	135	@	145
Band, English.....	per ton	140	@	---
Horse Shoe.....	per lb.	135	@	---
Rods, English.....	per lb.	115	@	172 50
Hoof, English.....	per lb.	145	@	205
Nail Rod.....	per lb.	9	@	10
Sheet, Russian.....	per lb.	14	@	15
Sheet, English, Single, Double and Treble.....	per lb.	5	@	8
Rails, English.....(gold).....	per ton	53	@	54
Rails, American.....	per ton	52 50	@	55
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.				
English, Cast.....(1st & 2d qty.).....	per lb.	18	@	23
English Spring.....(1st & 2d qty.).....	per lb.	10 1/2	@	12 1/2
English Blister.....(1st & 2d qty.).....	per lb.	11 1/2	@	20
English Machinery.....	per lb.	13 1/2	@	16
German.....	per lb.	14	@	16
American, Bilster.....	per lb.	11 1/2	@	17
American, Cast, Hammered.....	per lb.	19	@	---
American, Cast, Rolled.....	per lb.	12	@	15
American Spring.....	per lb.	15	@	---
American Machinery.....	per lb.	13	@	14
COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.				
Sheathing, New.....(suite).....	per lb.	36	@	37
Sheathing, Yellow.....	per lb.	26	@	27
Pig, Chile.....	per lb.	---	@	---
Bolts.....	per lb.	---	@	34
Braziers.....	per lb.	37	@	38
American Ingot.....(cash).....	per lb.	24 1/2	@	24 1/2
LEAD—Duty: Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.				
Galena.....	per 100 lb.	---	@	---
Spanish.....	per 100 lb.	6 50	@	6 50
German Refined.....	per 100 lb.	6 50	@	6 50
English.....	per 100 lb.	6 50	@	6 50
Bar.....	per lb.	---	@	10
Pipe and Sheet.....	per lb.	---	@	10 25
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.				
Banco.....(gold).....	per lb.	24	@	25
Straits.....(gold).....	per lb.	21 1/2	@	21 1/2
English.....(gold).....	per lb.	---	@	22
Plates, I.C. Charcoal.....p. box. 9 25 @ 9 50	per lb.	12 50	@	13
Plates, I. C. Ooke.....	per lb.	8 50	@	11 50
Plates, Coke Terne.....	per lb.	7 50	@	9 50
Plates, Charcoal Terne.....	per lb.	8 74 @ 9	@	12 50
NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash.)				
Cut, 4d. @ 60d.....(cash).....	per 100 lb.	6 25	@	6 37 1/2
Clinch.....(cash).....	per 100 lb.	7 50	@	8
Copper.....	per lb.	---	@	48
Assable Horse, Norway Iron, Forged.....	per lb.	26	@	27
Zinc Nails.....(6 mos.).....	per lb.	---	@	20
PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.				
Crude, 40 @ 47 gravity.....	per gallon	15 1/2	@	16 1/2
Refined, free L. S. to White.....	per gallon	40	@	42
Ref'd, in bond, prime L. S. to White.....	per gallon	---	@	26
Ref'd, in bond, Standard White.....	per gallon	27 1/2	@	27 1/2
Naphtha, Refined (60 @ 63 gravity).....	per gallon	21	@	---

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 27.

	Th 21	F 22	Sat 23	M 25	Tu 26	W 27
Atlantic M. S. S. Co.....	83	---	84	84	84	87 1/2
At. & Gt. W. (O) 1st m't.....	---	---	---	---	---	---
Buffalo, N. Y. & E., 1M.....	---	---	---	---	---	---
California Is.....	118 1/2	---	---	---	118	117
Canion Co.....	46 1/2	46 1/2	47	46 1/2	46	49
Central Am. Transit.....	---	---	---	---	---	---
Chicago & Alton.....	107	---	---	---	---	107
" pref.....	---	---	---	---	---	108
" 1 M.....	---	---	---	---	---	---
" S. F.....	---	---	---	---	---	---
" Inc. b'ds.....	---	---	---	---	---	---
Chicago, Burl. & Q.....	132	---	---	---	---	---
" 8 p.c.....	---	---	110	---	---	---
Ohio. & Northwest'n.....	85 1/2	85 1/2	86	85 1/2	85 1/2	85 1/2
" pref.....	66 1/2	64 1/2	64 1/2	64 1/2	64 1/2	63 1/2
" 1st M.....	85	85	---	---	---	---
" 2d M.....	---	---	---	---	---	---
" S. F.....	---	---	---	---	94	---
" Consol.....	81	81	---	---	---	80 1/2
Chicago & Rock Isl.....	97	97 1/2	97	96 1/2	96 1/2	96 1/2
" 1st M.....	70 1/2	70 1/2	---	---	---	---
Olev., Col. and Cin.....	100	---	98 1/2	100	---	---
Olev. and Pittsburg.....	8 1/2	79 1/2	79	78 1/2	79 1/2	79
" 2 M.....	---	---	---	---	---	---
" 3 M.....	---	---	---	---	---	---
" 4 M.....	---	---	---	---	---	---
Olev. and Toledo.....	118 1/2	118 1/2	119	118 1/2	118	118
" S. F. 7 p.c.....	102	---	102	---	---	---
Cumberland Coal, pref.....	33 1/2	33	---	32 1/2	34 1/2	---
Del. & Hudson Canal.....	---	---	145	---	---	145
Del., Lack. & West.....	---	---	---	120	120	---
" 1M. S. p.c. 7 1/2.....	---	---	---	---	---	---
" 2M. S. p.c. 8 1/2.....	---	---	---	---	---	---
Erie.....	68 1/2	68 1/2	68 1/2	68 1/2	67 1/2	67 1/2
" pref.....	---	---	---	---	---	---
" 1 M. 7 p.c. 187.....	---	---	---	---	---	---
" 2 M. 7 p.c. 78.....	---	---	100 1/2	---	---	---
" 3 M. 7 p.c. 85.....	---	---	---	97	97	---
" 4 M. 7 p.c. 80.....	---	---	---	---	---	---
" 5 M. 7 p.c. 88.....	---	---	---	---	---	---
Hudson River.....	138	---	---	---	---	---
" scrip.....	---	---	---	---	---	---
" 1M. 7 p.c. 76.....	102	101 1/2	---	---	---	---
" 2M. S. F.....	---	---	---	101 1/2	---	---
" 3M. 7 p.c. 76.....	---	---	---	---	---	---
" conv. bonds.....	---	---	---	---	---	---
Illinois Central.....	---	---	---	116 1/2	---	---
" Can. b'd. sc.....	---	---	---	---	---	---
" bonds.....	---	---	---	---	---	---
Marietta & Cin. 1st pref.....	25	---	---	---	---	---
" 2d.....	---	---	---	---	---	---
" 1st mort.....	---	---	---	---	---	---
Mariposa Mining Co.....	8 1/2	---	9	8 1/2	---	---
Michigan Central.....	109	---	108 1/2	108	---	---
" S. F. S. p.c. 82.....	---	---	---	---	---	---
" conv. S. p.c. 69.....	---	---	---	---	---	---
M. S. and N. I.....	75 1/2	75 1/2	76 1/2	76 1/2	77	76 1/2
" guard.....	---	---	---	---	---	---
" 1 M. S. F. 100.....	69 1/2	---	---	---	---	---
" 2 M.....	---	---	---	83	---	---
Mil. and P. du Chien.....	101 1/2	101 1/2	---	101 1/2	---	---
" 1st pref.....	---	---	---	---	---	---
" 2d pref.....	---	---	---	---	---	---
" 1st M.....	---	---	---	---	---	---
Milw. and St. Paul.....	---	---	---	---	---	---
" pref.....	65	54 1/2	54	54	54	53
" 1st mort.....	---	---	100 1/2	---	---	---
" 2d mort.....	---	---	---	82	---	---
Miss. & Mo.....	---	---	---	---	---	---
" L. G. bonds.....	---	---	---	---	---	---
Missouri ex.....	96	97	96 1/2	96 1/2	95	95
" iss. to H. & St. J. R.....	---	81	---	---	80	---
" Pacific.....	---	---	93	---	95	95
New York Central.....	105 1/2	105 1/2	106 1/2	106 1/2	106 1/2	106
" Real Estate.....	---	---	---	---	---	---
" 7s. S. F. 76.....	---	---	---	---	---	---
" 7s. conv. 76.....	---	---	---	---	---	---
" 6s. S. F. 78 1/2.....	---	---	---	---	---	96
" 6s. S. F. 87.....	94 1/2	---	---	---	---	---
N York & Harlem.....	---	---	---	---	---	---
" "pref.".....	---	---	---	---	---	---
" 1M. 7 p.c. 78.....	---	---	---	---	---	---
" 2M. 7 p.c. 64.....	---	---	---	---	---	---
" 3M. 7 p.c. 67.....	---	---	---	96	---	---
North Carolina ex.....	---	---	---	---	62	---
" ex-coupon. 50.....	---	---	---	50	---	60
" new.....	49	---	---	49	49 1/2	---
Ohio & Miss. cer.....	26 1/2	27	27 1/2	27	26 1/2	27 1/2
" pref.....	---	---	---	---	70	---
Pacific Mail S. S. Co.....	124	125	125	126	128 1/2	130 1/2
Panama.....	101 1/2	101 1/2	101 1/2	101	101 1/2	102
Phila. and Reading.....	101 1/2	96 1/2	96 1/2	95 1/2	96 1/2	96 1/2
Pitt. Ft. W. & Chicago.....	97	101	101 1/2	---	---	---
" 1M.....	101	---	---	---	---	---
" 2M.....	---	94 1/2	---	---	94 1/2	---
" 3M.....	---	---	---	---	---	---
Quicksilver Mining Co.....	---	---	---	35 1/2	33	33
St. L., Alton & T. H.....	---	---	---	---	---	---
" pref.....	64	---	63 1/2	---	---	---
" 1M.....	---	---	---	---	---	---
" 2M. pref.....	---	---	---	---	---	---
" Inc. b'ds.....	---	---	---	---	---	---
Tennessee ex. 1890.....	---	---	66	---	65	65
" ex-coupon.....	---	---	---	64	63 1/2	63 1/2
" new.....	64 1/2	64 1/2	---	---	---	---
Tol. Wab. & Western.....	---	38 1/2	38	38	37	---
" Pref.....	65	---	---	---	---	---
" 1M. ex.....	---	---	---	---	---	---
" 2M.....	78	---	---	---	---	---
" Int. b'ds.....	---	---	---	---	---	---
Virginia ex.....	60	---	---	---	62	---

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 27.

Th. 21. F. 22. Sat. 23. M. 25. Tu. 26. W. 27

FEDERAL STOCKS:									
U. S. 5s, 1871, reg.	109								
U. S. 5s, 1871, coup.									
U. S. 5s, 1874, reg.									
U. S. 5s, 1874, coup.	103½								
U. S. 5s, 1885, coup.									
U. S. 5s, 10-40s, coup.	97½	97½	98	97½	97½	97½			
U. S. 5s, 10-40s, reg.									
U. S. 5s, 1881, reg.	109½								
U. S. 5s, 1881, coup.	109½								
U. S. 5s, '81, O.W.L.y.									
U. S. 5s, 1881, "fy.	105½								
U. S. 5s, 1887, reg.									
U. S. 5s, 1888, reg.									
U. S. 5s, 1888, coup.	129								
U. S. 5s, 5-20s, c. 1882-109½	109½	109½	109	108½	109½	109½			
U. S. 5s, 5-20s, c. 1884-107½	107½	107½	107½	107½	107½	107½			
U. S. 5s, 5-20s, c. 1885-107½	107½	107½	107½	107½	107½	107½			
U. S. 5s, 5-20s, "reg.									
7.30 Notes, 1st series, 108	108	108	108	108	108	108			
" " 2d series, 105½	105½	105½	105½	105½	105½	105½			
" " 3d series, 105½	105½	105½	105½	105½	105½	105½			
American Gold.									

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 26.

W. 20 Th. 21. F. 22. Sat. 23. M. 25. Tu. 26

Cattawissa									
" preferred	30½	30½	30½	30½	30½	30½			
Camden & Amboy	132½	133½	133½	133½	133½	133½			
" " 6s, '87									
" " 6s, '70									
" " 6s, '75									
" " 6s, '88, 88½	88½	88½	88½	88½	88½	88½			
" " 6s, '89	89	89	89	89	89	89			
" mort. 6s, '89	95½	95½	95½	95½	95½	95½			
Ches. & Del. Canal 6s '86									
Del. Div. Canal	56½	56½	56½	56½	56½	56½			
Elmira & Wmport									
" " pref.									
" " 7s									
Lehigh Navigation	53½	53½	53½	53½	53½	53½			
" " 6s, '84									
Lehigh Valley R. R.	60½	60	60	60	60	60			
" " 6s									
Little Schuylkill R. R.	30½	30½	30½	30½	30½	30½			
" " 7s									
Long Island									
" " 6s									
Minerhill	58	58	58	58	58	58			
Morris Canal	75	75	75	75	75	75			
" " pref.									
" " 6s, '76									
North Pennsylvania									
" " 6s									
" " 10s									
Northern Central	45	45	45	45	45	45			
Pennsylvania R. R.	56½	56½	56½	56½	56½	56½			
" " 1st m.	99½	99½	99½	99½	99½	99½			
" " 2d m.	97½	97½	97½	97½	97½	97½			
Penn. State, 5s									
" " 6s, coupon	95½	95½	95½	95½	95½	95½			
" " 6s, W. L.	103	101½	102	101½	101½	101½			
Philadelphia City, 6s	97½	98	97½	97½	97½	97½			
" " new, 101½	101½	101½	101½	101½	101½	101½			
" " munc.									
Philad. Germ. & Nor.									
Phila. & Reading	51	51	50½	51	50	50			
" " 6s, '86									
" " 6s, '70									
Philadelphia & Erie	28½	28½	28½	28½	28½	28½			
" " 6s, 91½									
Philad. & Sunbury, 7s									
Schuylkill Navigation	22								
" " pref.									
" " 6s, '82									
" " 6s, '76									
" " 6s, '72									
Susq. Canal	14½	15	15½	15½	15½	15½			
" " 6s, '78									
Union Canal, pref.									
" " 6s, '88									
West Br. Canal 6s '78									
Wyoming Valley Canal	57½								
" " bonds									
Hestonville, (Horse)	14	14	13½						
Chestnut & Wal.									
Green & Coates, "									
2d and 3d streets, "	79								
Spruce & Pine, "									

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 26.

W. 20 Th. 21. F. 22. Sat. 23. M. 25. Tu. 26

Baltimore City 6s, 1875.									
" " 1885.	98½	98½	98½	98½	98½	98½			
" " 1870.									
" " 1890.	98	97½							
Balt. and Ohio	117	117	117	117	117	117			
" " b'ds, '62									
" " " '67									
" " " '75									
" " " '80									
" " " '85, 99½	99½	99½	99½	99½	99½	99½			
Northern Central	45½								
" " b'ds, 1885.									
" " " 1900.									
City Passenger R. R.	18	17½	18						

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 27.

Th. 21. F. 22. Sat. 23. M. 25. Tu. 26. W. 27

Boston and Lowell									
Boston and Maine	131½	131½	131½	131½	131½	131½			
Boston and Providence	135	134							
Boston and Worcester	143	143½							
Cheshire, pref.	66	66							
Concord		68							
Connecticut River									
Eastern, Mass.	109	109	108						
Eastern, N. H.	107½								
Fitchburg	120								
Manchester & Law's	115								
Michigan Central									
Northern, N. H.	108	108	108						
Old Colony & Newport	98½	98½	98						
Ph., W.L. & Baltimore	54½	54½	54½						
Port P'd, Saco & Ports.		101	101						
Vermont & Canada			100						
Vermont & Mass.	55½	54½	55						
Western		139							
Broadway (Horse)									
Cambridge									
Metropolitan	52½	53	52½						
Middlesex	35½		36½						
Central Mining Co.									
Copper Falls	22	22½	24	23					
Franklin	22	20½	20½	22					
Huron	18	14½	14	14½					
Isle Royale			8						
National									
Minnesota									
Pewabic	17½	17	16½	16	16½				
Pittsburg					42				
Quincy		31	40						
Rockland	9½		10	10	10				

London Stock Exchange.

The following were the closing prices for American Securities on the 1st and 8th of March.

	Closing	Prices—	
	Mar. 8.	Mar. 1.	
U. S. 5-20 yrs, 1882, 6 per cent.	74½ @ 74½	73½ @ 73½	
Virginia State 5 per cent.	48 @ 52	48 @ 52	
Do., 6 per cent.	41 @ 42	39 @ 41	
Atl. & Gt. Western, N. Y. sec., 1st			
mort., 1880, 7 per cent.	45 @ 50x	45 @ 50x	
Do. do., 2d mort., 1881	45 @ 50x	45 @ 50x	
Do. Penn., 1st mort., 1877	45 @ 50x	45 @ 50x	
Do. do., 2d mort., 1882	45 @ 50x	45 @ 50x	
Do. consol. mort. bonds, 1890	23½ @ 24	23½ @ 24	
Erie shares, \$100 (all paid) 8 p. c.	35 @ 36	36 @ 37	
Do. convertible bonds, 6 p. c.	66 @ 68	68 @ 70	
Do. 3d mort., 1883, 7 p. c.	66 @ 68	69 @ 69	
Illinois Central, 6 p. c., 1875	84 @ 86	84 @ 86	
Do, 7 p. c., 1875	73 @ 75	73 @ 75	
Do, \$100 shares (all paid)	77½ @ 77½	77 @ 77	
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67	
Mich. Cen convertible, 1889, 8 p. c.	68 @ 68	68 @ 68	
Do, S. F. 1st mort., 8 p. c., 1882	88 @ 70	68 @ 70	
New York Central \$100 shares	60 @ 66	60 @ 66	
Panama R. R. 2d mort., 1872, 7 p. c.	100 @ 103	100 @ 103	
Penn. R. R. bonds, 2d mort. con. 6 p. c.	91 @ 93	90 @ 92	
Do. \$50 shares	35 @ 40	35 @ 40	
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	80 @ 82	79 @ 81	
Do. with option to be paid in Phil.	80 @ 82	79 @ 81	

American Railroad Journal.

Saturday, March 30, 1867.

Stock Exchange and Money Market.

Money has been in more active request at the principal business centres, since our last, chiefly on call, and for speculative purposes. The National banks have been preparing for their approaching quarterly exhibit early in April, and have been concentrating their available means, so as to enable them to make as creditable a showing as practicable. These efforts, leading to a rather extensive shifting of loans, together with the Treasury negotiations, have tended to impart an appearance of increased activity to the market. The needier class of street operators have been forced to employ considerable industry to secure the necessary aid, while lenders have been rather liberal of accommodation. The local bank balances have been cut down materially, chiefly through the temporary withdrawal of country bank accounts. On the other hand, the supply of loanable funds in private hands has been steadily increasing. The foreign houses have unusually large sums placed under their control, and await-

ing lucrative employment here, on European account, owing to the extraordinary dullness and depression in the Money markets of the Old World. This is particularly true of parties having continental connections. The effect on the price of money here has been favorable to an easy market, preventing any very sudden or very serious rise in the ruling rates, which on call loans are now six per cent. on Government securities, and seven per cent. on railway and miscellaneous stock collaterals. Prime short date commercial paper passes at 7@7½ per cent., and really good at 8@8½ per cent. per annum, to a moderate extent. As has been anticipated, in part from the extensive negotiations through private channels of the Treasury representatives in this city during the past week, chiefly in the way of Seven-Thirty purchases, redemptions, or conversions, and coin reserve sales, the last city bank statement shows a general and decided reduction in all the footings, as compared with the preceding weekly exhibit, thus: Decrease of deposits, \$5,583,189; decrease of loans, \$3,672,657; decrease of legal tender, \$1,908,081; decrease of specie, \$824,657; decrease of circulation, \$28,615. The specie reserve of the banks is now \$9,143,913, against \$13,945,651, same time last year. The city bank deposits are now \$192,375,615, against \$185,868,245 week ending March 17, 1866. The legal tender reserve amounts to \$60,904,958, against \$69,496,033 same time last year. The circulation now stands at \$33,519,401, against \$23,243,406 same time last year. The loans are now \$259,400,315, against \$234,500,518 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$78,700,396 a day, against a daily average of \$82,423,135 the preceding week, and \$90,695,542 the week ending with March 9th. The current week's exchanges average \$77,222,960 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Increase of loans, \$204,496; decrease of legal tender reserve, \$388,913; decrease of deposits, \$244,456; decrease of specie, \$50,589; and increase of circulation, \$31,076.

National Bank notes to the amount of \$129,960 were issued last week, making the total issue to 1,668 banks thus far \$302,176,150, against \$282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$3,776,036, leaving, with the existing 1,647 banks, an actual circulation at this date, of \$298,530,074. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$340,532,450; and for the public deposits, \$39,911,450—making a total of \$379,543,900. The Treasury Department, last week, redeemed and destroyed \$350,000 of worn and mutilated fractional currency, and issued \$268,000 worth of new.

The U. S. Sub-Treasury receipts, week ending with March 23, were \$18,828,438, including \$1,985,874 from customs duties; payments, \$19,599,299; balance at the close of the week, \$110,890,406, against \$111,661,266 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$5,073,910, and payments,

\$6,197,855; on Tuesday, receipts, \$2,268,188; payments, \$2,269,890. The balance at the close of business on Tuesday stood at \$110,760,258, against \$111,576,156 a week previous.

The cash balance in the hands of the Assistant Treasurer in Boston at the close of business March 23, was \$9,086,030—\$7,517,917 of which was in coin—showing a decrease of \$1,858,961 as compared with the close of the previous week. The amount received for customs during the week was \$315,500. Two millions, in gold, were transferred from Boston to New York, which circumstance explains the apparent decrease in the cash reserve.

Government revenues have been on a moderate scale, since our last. The excises, last week, yielded over \$2,500,000, against \$2,316,346, the preceding week; customs at the port of New York, \$1,985,874, and at the outports, about \$700,000 (in coin) more, making the grand total income for the week equal about \$6,060,000 in currency, against disbursements of \$2,219,559 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about \$212,500,000. This income shows a weekly average excise revenue, thus far in the current fiscal year, of about \$5,600,000, or equal to a yearly aggregate of \$291,200,000, which sum is considerably in excess of the anticipations of the Treasury officials, notwithstanding the universal dullness in business, producing and manufacturing, all over the country. The showing is, all things considered, a very encouraging one, and one likely to foster confidence in the actual administration of the National finances. In the event of a revival in trade and industry, such as is now generally looked for, through the last quarter of the fiscal year, from April to June, inclusive, the excises cannot fail to yield more prolifically, thus augmenting the aggregate income of the Treasury Department from this source, for the whole of the year.

The fluctuations in Gold, since our last, have been unimportant. Speculation has been on a restricted scale, and the customs demand, which has been moderate, has been fairly met by the marketing of a portion of the coin reserve of the Treasury. In a few weeks, the May interest on the Five-Twenty loan will begin to flow out of the Treasury vaults, thus adding heavily to the available supply in the open market. Hence, operators for a rise have been, by no means confident of their ability to influence values, decidedly. The extreme rates of the week have been 134 $\frac{1}{2}$ % and 133 $\frac{1}{2}$ %, and the closing price on Wednesday was 134 $\frac{1}{2}$ %, or about the same as on the preceding Wednesday. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been \$398,154. The customs demand for Gold last week, averaged \$322,646 a day; thus far, this week, it has been equal to \$447,162 a day, or equal to a weekly aggregate of \$2,682,972. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached \$23,061, and from California, \$840,578. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been \$92,970,093, against \$99,958,082 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been \$31,298,786, against \$21,085,467 same time last year, showing an increase this year, of \$10,-

268,819. The exports of specie from this port, last week, were \$74,742. The total outflow of specie from the port, thus far in the current fiscal year has been \$28,007,063, against \$17,485,789 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$109,000, making the total coin interest disbursements through the Government office, since July 1, 1866, \$36,242,340, against \$31,987,969 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Feb. 28, 1867, reached \$6,268,077, against \$5,613,993 same time last year.

The total amount of gold certificates issued and redeemed by the Sub-Treasury, together with the balance unredeemed on the 23d of March is thus stated:

	Issued.	Redeemed.	Outstanding.
20s ...	\$289,340	\$181,900	\$107,440
100s ...	4,949,900	3,319,100	1,630,800
500s ...	713,500	292,000	421,500
1,000s ...	23,656,000	19,964,000	3,692,000
1,500s ...	146,030,000	132,405,000	13,625,000
10,000s ...	5,000,000	5,000,000
Total	\$180,638,740	\$161,162,000	\$19,476,740

There has been rather more active movement in foreign exchange, accompanied by somewhat increased firmness in the market rates for prime bills on both London and Paris. The supply has been fair, but not in excess of the requirements of buyers, and the leading drawers have evinced much more confidence. Bankers' 60 day bills on London closed on Wednesday at 108 $\frac{3}{4}$ @109, and on Paris to 5.18 $\frac{3}{4}$ @5.16 $\frac{1}{4}$; sight bills on London to 109 $\frac{1}{2}$ @109 $\frac{3}{4}$; and on Paris to 5.15@5.13 $\frac{1}{2}$. The offerings of produce bills have been again on a liberal scale, since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$4,886,282, making the total value of exports since July 1, 1866, \$128,038,039, against \$163,797,111 same time in the preceding fiscal year.

Government securities have been in moderate demand throughout the week. Early in the week, the offerings for sale were rather in excess of the calls of buyers, and prices yielded slightly. Within the last two days there was a decided increase of orders from investment sources; the execution of which, in part, led to a rally in quotations; the market closing buoyantly. U. S. sixes of 1867 closed here on Wednesday at 130 $\frac{1}{2}$ @131; U. S. sixes of 1868, at 129@129 $\frac{1}{2}$; U. S. sixes of 1881, 108 $\frac{3}{4}$ @109; U. S. Five-twenties of 1862 at 109@109 $\frac{1}{2}$; U. S. Five-twenties of 1865 at 107 $\frac{3}{4}$ @107 $\frac{1}{2}$; U. S. Five-twenties of 1865, consolidated, 107 $\frac{1}{2}$ @107 $\frac{1}{4}$; U. S. Ten-forties at 97 $\frac{3}{4}$ @97 $\frac{3}{4}$, ex-coupon, and U. S. Seven-thirties at 105 $\frac{3}{4}$ @106 $\frac{1}{4}$. The brokers are buying the compound interest notes at the following rates, and selling at an advance of $\frac{1}{4}$ @ $\frac{1}{2}$ of 1 per cent. on these figures:

June, 1864.....117 $\frac{3}{4}$ %	May, 1865.....112 $\frac{1}{2}$ %
July, 1864.....117 $\frac{3}{4}$ %	August, 1865.....111 $\frac{1}{2}$ %
August, 1864.....116 $\frac{3}{4}$ %	September, 1865.....111
October, 1864.....114 $\frac{3}{4}$ %	October, 1865.....110 $\frac{3}{4}$ %
December, 1864.....113 $\frac{3}{4}$ %	

Secretary McCulloch, in a note of the 19th inst., to Mr. Alexander Hamilton, of this city, referring to the alleged over-issue of Government bonds, says that the allegations referred to originated with parties who are operating in gold, and con-

cludes as follows: "We have instituted the most thorough and searching examination of the Currency Bureau by the most competent men, and are satisfied that the report is utterly without foundation. We have no reason to believe, nor do we believe, that there has been an over-issue of a single dollar."

The railway and miscellaneous stock dealings of the week have been indicative of a dull, spiritless, and through most of the week, a yielding market; but toward the close, with the promise of a more free and easy monetary movement, the speculative demand improved, and the tendency of values was upward.

In general business, there has been less activity, and less firmness has been apparent in price. Breadstuffs and provisions closed in favor of buyers. According to the annual report of hog packing season just closed, it appears that the total number of hogs packed at the West is 2,425,254, against 1,705,955 last season. The general average weight is 232 $\frac{1}{2}$ pounds against 231 3-10 pounds last season. The yield of leaf lard is 29 $\frac{3}{4}$ pounds against 31 1-7 pounds last season. Middling grades of cotton left off here quite heavily at 30 $\frac{1}{2}$ @32 $\frac{1}{2}$ cents per lb. as extremes. The stock of cotton now here is estimated at about 225,000 bales. The receipts at the port this week, have averaged nearly 1,800 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 471,000 bales, against exports of 273,728 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,485,000 bales against 1,586,641 bales same time last year; exports, 875,681 bales, against 977,219 bales same time last year; estimated stock at latest dates, 520,000 bales, against 497,000 bales same time last year. At the auction sale of Scranton Coal on Wednesday, there was an unusually good attendance leading to a lively competition for the offering. Some 68,000 tons were sold at slightly advanced prices, ranging from \$4@4.12 $\frac{1}{2}$ for Chestnut, to \$5@5.25 for grate, stove and steamboat sizes per ton of 2,240 lbs., delivered at Elizabethport, N. J. In foreign merchandise, business has been moderate, and generally on the basis of declining prices. The total imports of foreign dry goods, last week, were \$2,517,763, and the total amount marketed \$2,631,359. The value of foreign merchandise imported last week, was \$3,810,100—making the grand total specie value of last week's imports of dry goods and merchandise, \$6,327,863, and since July 1, 1866, \$189,805,196, against \$215,880,957 same time in the preceding fiscal year. The ocean freight market has been quiet and heavy with 454 vessels of all classes in port. For Liverpool we quote flour at 2s.@2s. 3d. per bbl.; grain at 4@5d. per bushel; cotton at $\frac{3}{4}$ @ $\frac{1}{2}$ d. per lb.; and heavy goods at 15s.@80s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 13.	March 20.	March 27.
Consols	90 $\frac{3}{4}$	91	91 $\frac{1}{4}$
U. S. 5-20's of 1862.....	74 $\frac{1}{4}$	74 $\frac{1}{2}$	74 $\frac{1}{2}$
U. S. 5-20's of 1865.....	72 $\frac{1}{2}$	72 $\frac{3}{4}$	72 $\frac{3}{4}$
Erie	39 $\frac{3}{4}$	40 $\frac{1}{4}$	38 $\frac{3}{4}$
Ill. Central.....	78	78 $\frac{1}{2}$	78 $\frac{1}{2}$

The New York exports, exclusive of specie, for the week ending March 26, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	\$6,127,258	\$4,886,282
Prev. reported	50,791,717	41,596,362

Since January 1.....\$56,918,975 \$46,431,644

The commerce of New York from July 1st to date compares as follows:

	1865-'66.	1866-'67.
Imports merchandise.....	\$215,880,957	\$189,805,196
Exports produce.....	163,797,111	128,038,039
Exports specie	17,452,728	22,839,873

The balance in the Sub-Treasury on Wednesday was \$113,111,982 40.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Indiana 6s, 91½; Rhode Island 6s, 99¾; N. Y. State 7s, 1870, 104; do., 5s, 1868, 100; do., 6s, 1874, 99½; do., Bounty Loan, coupon, 107; Michigan 7s, W. L., 102; Virginia 6s, ex-coupon, 44; do., new, 40; Minnesota 8s, 101½; Brooklyn 6s, Water Loan, 95½; Detroit, Monroe and Toledo bonds, 88; Dubuque and Sioux City 1st mort., 79; Ohio and Miss. 1st mort., 87; Chicago, Rock Island and Pacific 7s, 90; Buffalo, New York and Erie 2d mort., 85; Tol., Peoria and Warsaw 1st mort., 77; N. Y. and New Haven R. R., 121; do., bonds, 96; Morris and Essex, 70; do., 1st mort., 96; Hannibal and St. Joseph pref., 55; Little Miami, 105; Central of New Jersey, 118; New Jersey R. R., 135; Cincinnati, Hamilton and Dayton, 88½; Boston Water Power Co., 26; U. S. Coal, 86¾; American Coal, 50; South Am. Nav. and Marine Railway, 117; Mariposa pref., 22½; American Exp., 55; Adams' Exp., 56; Wells, Fargo & Co., Express, 64¾; U. S. Express, 57; Western Union Telegraph, 41; Metropolitan Bank, 126; Fourth National Bank, 104; Phoenix Bank, 106; Bank of Commerce, 113½; Bank of New York, 109; Continental Bank, 103; Importers' and Traders' Bank, 112; Central National Bank, 111; Alameda Silver, 8.20; American Flag, 0.90; Atlantic and Pacific, 2.25; Benton Gold, 1.10; Columbian G. & S., 3.10; Consol. Gregory Gold, 10.25; Corydon, 4.60; Charter Oak Copper, 1.65; Canada Copper, 0.50; Copper Falls, 1.60; Crozier Gold, 0.06; Des Moines, 0.60; Davidson Copper, 1.55; Gunnell Gold, 48.0; Holman Gold, 0.15; Keystone Silver, 0.04; Liberty Gold, 0.06; La Crosse Gold, 0.50; New York Gold, 0.95; Ohio and Colorado G. and S., 0.60; People's G. & S., 1.50; Quartz Hill, 3.65; Walkill Lead, 0.60; Bennehoff Run Pet., 2.50; Cherry Run Special, 0.14; U. S. Pet., 3.75.

Philadelphia.—Philadelphia and Trenton R. R., 131; West Jersey R. R., 6s, 90; Union Passenger R. R., 40; 13th and 15th streets, R. R., 19½; 10th and 11th streets, 66; Camden and Amboy scrip, 75; Lehigh Valley scrip, 15¾; Allegheny County coupon 5s, 76; Green Mt. Mining Co., 2½; N. Y. and Middle Coal Fields, 3½; Lehigh Zinc, 40; Ocean Oil, 2¾; Central National Bank, 125; City Bank, 68½; Manufacturers' Bank, 32¾; Western National Bank, 95; Farmers' and Mechanics' Bank, 136½; Commonwealth Bank, 60; Union National Bank, 63. The latest quotations are: City 6s, 97½@98; do., free of tax, 101½@101¼; State 5s, 98@100; do., coupon, 95½@95½; do., 6s, W. L., 102½@108; Phila., Wil. and Balt., 54½; Reading 50¾@50¾; do., 6s, 1870, 95@96; do., bonds, 91@91; do., con., 102½@103; Camden and Amboy, 133½@133¾; Penn. R. R.,

56½@56½; do., 1st mort., 99@99¼; do., 2d mort., 97¾@98; Little Schuylkill R. R., 80½@81; Morris Canal, 74½@75½; do., pref., 120@121½; do., bonds, 93½@95; Wyoming Valley Canal, 56@56½; do., 6s, 85½@86; Susquehanna Canal, 15½@16; do., 6s, 65½@66; Sch. Nav., 21@22¾; do., pref., 81½@82; do., 6s, 1882, 78@79; Union Canal bonds, 21@22; Delaware Div. Canal, 56@57; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 95@96; do., 5s, 65@67; Lehigh Coal and Navigation, 53¼@53½; do., bonds, 1884, 90@91½; North Pennsylvania, 31@32¾; do., 6s, 89@89; Philadelphia and Erie, 28¼@28½; do., 6s, 90@92; Minehill, 57@58; Catawissa, 13@16; do., pref., 29½@29½; Lehigh Valley, 60@60½; do. bonds, 95@96; Fifth and Sixth streets, (horse), 40@43; Second and Third, 79@80; West Philadelphia, 72@73½; Spruce and Pine, —@29½; Green and Coates, 30@32; Chestnut and Walnut, 47¾@48¼; Thirteenth and Fifteenth, 19½@20; Girard College, 27@29; Tenth and Eleventh, 65@68; Union, 40½@41½; Hestonville, 13@14.

Boston.—Vermont Central, old, 1¾; do., 1st mort., consolidated, 66; Boston and Lowell 6s, 1879, 98½; Boston, Concord and Montreal 6s, 95; Eastern R. R. 6s, 1885, 96½; New Bedford and Taunton 6s, 1881, 97¼; Agricultural Branch R. R. 6s, 1884, 89½; Boston, Hartford and Erie R. R., 11¼; do., 7s, 41½; Ogdensburg and Lake Champlain, 61¼; do. pref., 103½; South Shore R. R., 15½; Sandusky, Dayton and Cin. pref., 33; Granite Railway, 48; Ogdensburg R. R., 95c.; Union R. R., 89; Boston Water Power Co., 25¾; Cary Imp. Co., 9½; Union Steamship, 31¼; East Boston Co., 13; Essex Co., 107¼; Ophir (N. S.) gold, 2.40; Montpelier gold, 200; Massachusetts 5s, 1894, 99¼; do., 1875, gold, 108½; do., 1872, 109¼; Maine 6s, 1883, 99¾; New Hampshire 6s, 1868, 99½; Chicago 7s, 1882, Water Loan, 99½; do., 6s, 1870, 95¾; Bangor 6s, 1874, 95¼; St. Louis 6s, 1868, Harbor Imp., 76¼; do., 1874, R. R., Loan, 80¼; Springfield, Ills., 8s, 1886, W. L., 80; Boston 6s, 1874, currency, 100½; Portland 6s, 1869, 97; Bath 6s, 1870@1891, 95¼; Augusta 6s, 1870, 95¼; Boston Gas Light, 760; South Boston Gas, 100; Lawrence Gas, 113; Freeman's National Bank, 127¾; Old Boston National Bank, 68½; National Bank of North America, 106; Maverick National Bank, 104; Howard National Bank, 106; Peoples' National Bank, Roxbury, 120¾; Mt. Vernon National Bank, 103¾; National Bank of Commerce, 119; Hide and Leather National Bank, 142¼; Exchange National Bank, 145; Eliot National Bank, 111½; Atlantic National Bank, 121¼; First National Bank, Chelsea, 90; Allouez Mining Co., 6; Bay State, 6½; Canada, 51c.; Concord, 3; Dana, 1½; Eagle River, 3; Hanover, 1½; Humbolt, 1½; Hancock, 6¾; Native, 2; Phoenix, 5; South Side, 1¼; Superior, 2½; St. Clair, 4¾.

Baltimore.—Virginia 6s, reg. old, 36; do., new, 31; do., coupon, 60; Western Maryland R. R. bonds, 81½; Marietta and Cincinnati 1st mort., 83¾; N. W. Va. 1st mort., 93¾; Deep River Mining Co., 0.09; Maryland Anthracite Coal, 7½; Balt. and Cuba S. and M. Co., 56; Howard Bank, 11½; Mechanics' Bank, 10; Peoples' Bank, 14; Bank of Baltimore, 103½; Citizens' Bank, 14; Farmers' and Planters' Bank, 30; Union Bank,

61½; Commercial and Farmers' Bank, 46; Bank of Commerce, 28¾. The latest quotations are: Balt. and Ohio, 116½@117; do., 6s, 1867, 98@100½; do., 1875, 97½@97½; do., 1880, 97@97½; do., 1885, 99½@100; Northern Central, 45@45½; do., bonds, 1885, 82½@83½; N. W. Va., 18@18; do., 1st mort., 1873, 93½@93½; do., 2d mort., 90@93½; do., 3d mort., 89@91; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 81¼@82¼; Central Ohio, 25@27; do., 1st mort., 89@90; Western Md. bonds, 64@68; do., guar., 98½@96; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100½@102¼; Baltimore 6s, 1870, 93@96½; do., 1873, 96@99; do., 1875, 98¾@99; do., 1886, 98@98½; do., 1890, 97½@97¾; do., coupon, 100@100; do., Park, 98½@99; do., 1892, 92@92; do., 5s, 1888, —70,83@88; City Passenger R. R., 17¾@18½; Canton Co., 46½@47; Gardner, 0.80@0.90; Am. Gas Coal, 0.50@0.70; Maryland Anthracite Coal, 6¾@7½; George's Creek, 95@101; Santa Clara, 2@4; Balt. Chrome, 0.25@0.25; Bare Hill, 0.20@0.30; Atlantic Coal, 0.50@0.75; Mineral Hill, 0.20@0.33; Baltimore Coal, 160@175.

Quincy and Palmyra Railroad.

The Missouri Legislature has passed an act authorizing the Hannibal and St. Joseph Railroad Company to purchase and own all the capital stock of the Quincy and Palmyra Railroad Company. The consolidated companies are to be worked under the charter of the Hannibal and St. Joseph Railroad, and the latter is also compelled by the terms of the act to maintain the present road from St. Joseph to Hannibal, by way of Palmyra; to run through passengers and freight from Hannibal to St. Joseph without changing cars or breaking bulk at Palmyra; to charge for fares and freights to or from Hannibal the same as for fares and freights to and from West Quincy; and to charge for the same to or from West Quincy as much less than the amounts charged for fares or freights to or from Quincy, Illinois, as the tolls or charges shall amount to for passing the bridge to be built across the Mississippi at that point.

Toledo, Logansport and Northern Indiana Railroad.

The Butler (Ind.) Herald says the prospect of the early completion of the Toledo, Logansport and Northern Indiana Railroad, as shown by their annual statement, is very flattering. The bonds are now upon the market, for the purchase of the iron, and every effort on the part of the officers of this road are being made to commence active operations. The work is said to be two-thirds done, and it is thought \$1,000,000 will complete and stock the road, which amount, it is expected, will be realized out of the bonds now on the market, together with the local stock, taken along the line of the road.

Railroad Bridge at St. Louis.

The stockholders in the proposed Bridge Company met at St. Louis on the 23d inst., and formally organized by the election of Charles K. Dickson president, James Blackman vice-president, James C. Abbott secretary, Ames Cutting treasurer, James B. Eads engineer. Several railroad companies and Eastern capitalists are interested in the project. An abundance of money is guaranteed, and surveys have commenced.

Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway of Canada for the week ending Mar. 9th, 1867, were.....\$119,668 00
Corresponding week of previous year. 128,940 00

Decrease \$4,272 00

The earnings of the Detroit and Milwaukee Railroad for the week ending March 21, 1867, were\$30,069 00
Corresponding week of 1866..... 30,388 00

Decrease \$219 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in March, 1867, were.....\$78,165 00
Corresponding week of previous year.. 68,710 00

Increase..... \$4,455 00

The earnings of the Western Union Railroad for the week ending March 21, 1867. . \$9,119 88
Corresponding week previous year.... 8,118 81

Increase..... \$1,001 57

The earnings of the Chicago and Northwestern Railroad for 3d week in Mar., 1867 ..\$180,580 00
Corresponding week previous year .. 134,482 00

Increase..... \$46,098 00

The earnings of the Michigan Central Railroad for the 3d week in Mar., 1867, were...\$77,598 28
Corresponding week of previous year.. 68,854 25

Increase..... \$8,744 08

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Mar. 1867, were.....\$86,895 00
Corresponding week of 1866 89,390 00

Decrease \$2,495 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Mar., 1867...\$19,636 00
Corresponding week previous year.... 18,624 00

Increase..... \$1,012 00

Platte City and Des Moines Railroad.

A direct all-rail line between Chicago and Leavenworth is projected. The object in view is the construction of a railroad from Leavenworth east to intersect the Hannibal and St. Joseph Railroad at Cameron, a distance of fifty miles. At present there is no direct railroad between Chicago and Leavenworth over which freight can be transported without breaking bulk. Freight shipped from one point to the other must go *via* St. Joseph and Weston, at each of which places transshipment is necessary, while between the latter town and Leavenworth it is conveyed by boats. The Platte City and Fort Des Moines Railroad Company is about to commence the construction of a railroad that will obviate these disadvantages and afford a direct and an unbroken line of rail between Leavenworth and Chicago. The distance from Cameron to St. Joseph is thirty-seven miles; from the latter city to Weston, thirty-five miles, and from that point to Leavenworth seven miles, making a total of seventy-nine miles over the present route from Cameron to Leavenworth. By the construction of the contemplated road twenty-nine miles of distance will be saved between Cameron and Leavenworth, besides making a direct all-rail line between Chicago and the commercial capital of Kansas. The Platte City and Des Moines Railroad will run through the Counties of Platte, Clay and Clinton, Missouri. The City of Leavenworth has subscribed \$300,000

and Platte County \$200,000 to the enterprise, making \$500,000 in all. The bonds have already been placed in the hands of the company. Simultaneously with the building of the railroad a substantial bridge will be erected over the Missouri River at Leavenworth, so that the connections may be perfect.

Journal of Railroad Law.**NEGLIGENCE OF PASSENGER'S IN STANDING ON PLATFORM.**

The question whether a passenger, who is injured while standing on the platform of the cars against the warning of the company, is to be deemed guilty of negligence, seems to be determined by the fact whether or not the passenger could have obtained a seat inside the car. By the late case of Charles Willis *vs.* The Long Island R. R. Co., in the Court of Appeals of this State it is decided that passengers are not to be deemed guilty of negligence for standing on the platform of cars in motion, when there are no vacant seats for them within the cars. It is no part of the duty of passengers to enforce the regulations of the company, involving interference with passengers; that duty devolves on the conductor, agents or employees of the company.

It is not the duty of passengers to pass from one car to another, in search of seats, while the cars are in rapid motion. The passenger owes no duty to a railroad company to select for himself the safer seat on the train. It is the duty of the company to the passenger to make all seats safe. The plaintiff was injured by an accident to the cars while in motion, while he was standing on the platform of the car, being unable to find a seat within the cars. Held, that the defendants were liable.

It appears from the case that the plaintiff was a farmer residing at Hempstead, and on the 3d of September, 1867, he took passage at Hempstead Branch for Brooklyn, in company with his son, who was on his way to Schenectady for the purpose of entering Union College. They had been waiting some time at the station when the cars arrived. There was no one there to receive their trunk and put it on board, and they had to carry it themselves and hand it to the baggage master in the cars. The plaintiff received his check, and as the train was by that time in motion, they got on the front platform of the passenger coach next in rear of the baggage car. The plaintiff had on other occasions seen the usual printed notice not to stand on the platform. They passed into the coach and were unable to find a single seat unoccupied. The train was then in rapid motion. They returned to the front part of the car along the passage way, in which several others were standing unable to find seats, when three ladies advanced from the other end of the car, who were also in quest of seats, and the plaintiff and his son made way for them by stepping back on the front platform. The conductor came out from the baggage car, and in answer to the inquiry of the ladies for seats, told them that was the baggage car, and they stepped back from the platform into the car. The conductor then received the plaintiff's fare, and the son after standing with him a few moments returned into the car, and being still unable to find a seat, stood inside in the passage way and was there at the time of the collision, the plaintiff remaining in his former position.

The cars were moving at a very rapid rate of speed, and much faster than usual. The rails were in good condition. It was between three and four o'clock in the afternoon. The track was straight, and there was a clear and open view in front of the engine for two miles. There were two pieces of wood, from five to eight inches in thickness, each twelve feet in length, one of hickory and one of oak, lying on and across the rails directly in view, a mile and three-quarters or thereabouts from Hempstead Branch.

Upon these the engineer drove the train with such velocity, that the baggage car was crushed between the tender and forward coach and the front of the latter broken in by the collision. The father who was on the platform, and the son who was standing on the inside of the car, were both severely injured. The son, though badly hurt at the time, recovered in three or four weeks so as to be able to dismiss his crutches; but the father was permanently crippled. The opinion of the Court was written by PORTER, J.—This cause was well tried. The questions of fact were properly submitted to the jury; and both parties had the benefit of a clear and accurate exposition of the law in its application to the various issues involved. There is a full and able discussion of all the material questions in the opinion delivered by Judge Emot in the Court below, and in the views then expressed we entirely concur. (32 Barb., 398.) It will be sufficient, therefore, to state briefly our general conclusions.

That the defendant was guilty of negligence is obvious. The engineer, charged with the safety of some hundreds of human lives, drove a train of cars, in broad daylight, at the rate of ten or fifteen miles an hour, against obstructions lying directly across the track, and visible as he concedes, for a distance of more than a quarter of a mile before he reached them. His excuse for the act, given immediately after the collision, was that though he saw the obstructions in season to stop, he thought he could knock them out of the way. If he was in a condition to be indifferent and reckless in regard to his own safety, he had no warrant for exposing the lives of others to the hazard of an experiment so foolhardy and perilous.

There was no negligence on the part of the plaintiff which contributed to the injury. It is claimed, in behalf of the appellant, that, irrespective of the statute, it is negligence *per se* on the part of a passenger to stand on the platform of a moving car; and that he thereby forfeits all claim to redress against the carrier for injury by culpable negligence; and this, though his act in no manner contributes to such injury. In respect to each branch of the proposition, the law is otherwise.

There is no rule of the common law which makes it the duty of the passenger to the carrier to select a position in the vehicle least exposed to danger through the wrongful act of the proprietor. A seat on the outside of a stage coach may be more hazardous than an inside seat if the driver negligently overturns it on a pavement or a hill side; but the selection of that position is neither negligence *per se* nor tributary in a legal sense to the injury.

In the present case, it is manifest that the plaintiff was not in fault. Through the absence of the usual employees he and his son were compelled to

put their own baggage on the cars. The train started immediately, and they had no choice but to take the nearest coach. They paid the conductor for seats, but found, on examination, that all were occupied. They and others were, for that reason compelled to stand; and the conductor neither rendered them any aid, nor informed them that there were vacant places in the rear cars.

The speed of the train was such as to render it hazardous to pass from car to car, and the gangways being occupied by ladies and others in quest of seats, the plaintiff and his son took such standing places as were least inconvenient and nearest at hand.

Both were injured by the collision, one being inside the cars and the other on the platform at the time it occurred. It may well be said that, if they had been furnished with the accommodations for which they were required to pay, both would have escaped unharmed; but they were clearly guilty, in this regard, of no breach of duty to the defendant.

Their position, whether judiciously or injudiciously selected, so far as they were concerned, was lawful under these circumstances as between them and the company; and, in legal contemplation, it neither caused nor contributed to the injury. The law on this subject was settled in the leading case of *Carroll vs. The New Haven Railroad Company*, in which the question was directly involved; and the judgment of the Superior Court in that case was subsequently affirmed in this court. (2 Duer., 571; 6 id., 415, 416.) It was very properly held in the case of *Colegrove vs. The New Haven and Harlem Companies*, that it did not necessarily follow that no fault of the plaintiff could excuse the defendants from liability, unless it had the effect to produce the collision that caused the injury; but in that case, as in the other, the court affirmed the judgment and sustained the plaintiff's recovery, the jury having been instructed that "if the company undertake to carry in any one car more than they can accommodate with seats, so that some are of necessity forced to stand upon the platform, and have no opportunity before the train is under way to find seats in other cars, such persons are there by permission of the company, and are lawfully there; and the company can claim no exemption under the statute, no matter how conspicuously their notices may be posted in the interior of the cars." (20 N. Y., 492; 6 Duer., 382.) The rule as settled in the case of *Carroll vs. The New Haven Railroad Company*, has recently been reaffirmed unanimous decision of this court. (*Haley vs. Earle*, 30 N. Y., 208.)

The Supreme Court was also right in holding, that under the statute the defendant was not absolved from liability; if the jury found from the evidence as matter of fact, that the plaintiff had neither time nor opportunity to proceed to the rear cars in search of a seat, without exposure to hazard in passing from platform to platform while the train was in rapid motion; that there was no seat unoccupied in the coach on which he was riding; and that he was guilty of no actual want of care in the selection of a position in which to stand, until he could obtain the accommodation to which he was entitled.

The statute, under which the defendant claims absolution, provides that "in case any passenger

shall be injured while on the platform of any car in violation of the printed regulations of the company posted up at the time in a conspicuous place, inside of its passenger cars then in the train, such company shall not be liable for the injury, provided the said company at the time furnished room inside its passenger cars sufficient for the proper accommodation of its passengers." (Laws of 1850, 234, sec. 46.) When the company fails to comply with this condition, it must find other grounds of immunity, if it would avoid responsibility for its wrongs. It is not sufficient that there may have been proper accommodations in other cars not accessible to the passenger; nor that he might possibly have procured for himself the accommodations which the defendant failed to furnish, by displacing the person of one and the property of another in the exercise of an authority which appropriately belonged to the conductor. He owed no such duty to the defendant, and he forfeited none of his rights by submitting to a temporary inconvenience, to which he was subjected against his wish and through no fault of his own.

The judgment should be affirmed.

Interest and Dividends.

The Pittsburg, Ft. Wayne and Chicago Railway Co., have declared a quarterly dividend of 2½ per cent., free of Government tax, payable April 15th.

The Panama Railroad Co. have declared a quarterly dividend of six per cent., payable April 5th.

The Chemung Railroad Co. have declared a dividend of two per cent., free of Government tax, payable April 1.

The Hartford and New Haven Railroad Co. have declared a quarterly dividend of Three Dollars per share, free of Government tax, payable April 1.

The Philadelphia, Germantown and Norristown Railroad Co. have declared a dividend of five per cent., payable, clear of taxes, on the 1st of April.

Coupon No. 5 of the first mortgage bonds of the Vermont Valley Railroad, due October 1, 1862, will, on and after April 1, 1867, be paid by the Treasurer, at his office in Bellows Falls, Vt. The same coupon will be paid for the space of thirty days from said April 1, 1867, at the National Park Bank in the city of New York.

Philadelphia and Baltimore Central R. R.

A committee of the Philadelphia and Baltimore Central Railroad Company have agreed to contract with Stern, Quigley & Co., of Wilmington, to complete our railroad to the river within a year; thus insuring us a southern connection with the Columbia and Port Deposit Railroad, and also by the Wilmington and Baltimore road a connection with Baltimore, giving us coal and lumber at a much cheaper rate, and a southern market for our grain and produce, which will add materially to the prosperity of Oxford.—*Oxford (Pa.) Press*.

The Legislature of Vermont was convened in extra session on the 27th inst. The object is to afford relief to the southwestern portion of the State, where people have been cut off from railroad outlet south and west by the action of the Troy and Boston, and Rensselaer and Saratoga Railroad Companies. The remedy proposed is chartering a company to build a road from Bennington to connect with the Harlem Railroad at Chatham.

Virginia State Debt.

The following is a copy of the Bill recently passed by the Legislature of Virginia to provide for the payment of a portion of the interest on the State debt:

Whereas from the universal loss of property sustained by the State in the late war, it is found impossible, under present circumstances, to pay full interest on the public debt; and whereas it is the desire and purpose of the General Assembly to make provision for paying the same as fully as the resources of the State will warrant; therefore

Be it enacted by the General Assembly, That the accounting officers of the treasury pay, on the 1st day of July, 1867, and January, 1868, two per cent. interest upon the principal of the public debt of the State, excluding therefrom the bonds given for interest on said debt under the act of the General Assembly passed March 2d, 1866, that being the interest which this State feels obliged to pay until there is a settlement of accounts between this State and West Virginia.

2. Nothing in this act shall be construed as intending to affect the constitutional requirement providing for an adjustment with the State of West Virginia of the proportion of the public debt of Virginia proper to be borne by the States of Virginia and West Virginia.

3. All necessary expenses incurred in carrying out the provisions of this act shall be paid upon the warrant of the auditor of public accounts drawn upon the public treasury, out of any money therein not otherwise appropriated.

4. This act shall be in force from its passage.

The Richmond papers quote Virginia coupon bonds (old) at 56@60; new do., nominal. Virginia registered bonds (old), 38; new do., no quotation. These new bonds are not included in the bill which passed the Legislature on which 4 per cent interest is to be paid the present year, and the *Times* says it is uncertain when interest on them will be paid. It is an important fact, which should not be overlooked, that no tax bill has yet been passed by the Legislature to raise the money which will be required to pay the 4 per cent interest on the bonds authorized. It is expected that such an act will be passed on the reassembling of that body.

Perkiomen Railroad.

This road is now definitively located, except at the north end, it being undetermined, we believe, whether to connect it with the East Pennsylvania Railroad, or extend it direct to Allentown, to a more eligible and convenient terminus in that thriving Lehigh city. A connection will also be made with the Catasauqua and Fogelsville Railroad, which is a road twenty miles long, and which traverses an iron ore region.

The Perkiomen Valley is good ground for a connecting link between the valleys of the Lehigh and Schuylkill, and also for a direct road from Allentown to Philadelphia. The Perkiomen Railroad will be operated by the Philadelphia and Reading Railroad Company, and will enjoy that company's unequalled terminal facilities and accommodations. Thus Lehigh coal can be delivered at the Richmond shipping piers or distributed throughout the city; and the Lehigh iron can be delivered at Willow street, in the centre of the port, or on Broad street, Market street, or Washington avenue. Lehigh iron, from the works at Allentown, Catasauqua and Hokendauqua, can be carried with convenience and economy, via the Perkiomen route, to tide water at Philadelphia, and be forwarded thence to New York and vicinity via the Delaware and Raritan Canal, and southward via the Chesapeake and Delaware Canal. Allentown city and its neighbors will find it their interest to avail themselves of the Perkiomen route.—*U. S. R. R. & Mining Register*.

The Delaware and Raritan Canal was opened to Navigation on Monday the 25th inst.

The Colleges of New England—Students and Libraries.

The *Yale Courant* gives some statistics in regard to the number of students in the various colleges of New-England. They are distributed as follows:

Bowdoin College, 232; Colby University, Waterville, Me., 54; Dartmouth College, 298; University of Vermont, 127; Middlebury, (Vt.) College, 52; Norwich (Vt.) University, 40; Brown University, 190; Amherst College, 225; Harvard College, 961; Tufts College, 54; Williams College, 186; Trinity College, Hartford, 59; Wesleyan University, 131; Yale College, 709; Holy Cross College, Worcester, 70; Boston College, 70.

Taken by States the number is as follows:

Maine..... 286	Rhode Island 190
New-Hampshire .. 298	Connecticut..... 899
Vermont..... 219	
Massachusetts....1,616	Total in New-Eng. 3,508

The number of volumes in each of the college libraries is given approximately as follows:

	Vols.		Vols.
Amherst.....	30,000	Middlebury....	10,000
Harvard.....	168,000	Norwich Univ..	2,000
Tufts.....	9,000	Brown Univ....	33,000
Bowdoin.....	32,300	Trinity.....	15,000
Holy Cross....	5,000	Wesleyan.....	14,000
Boston.....	2,000	Yale.....	77,500
Williams.....	22,000	Colby Univ....	10,000
Dartmouth....	40,000		
University of Vt. 12,000	Total.....	489,800	

Large additions have been made to several of these libraries since reports of their condition have been made to the public.

The Alexandria Canal will be opened for navigation on the 1st of April, and boats will pass directly from Cumberland to Alexandria. The tolls on the canal have been reduced from 92 cents to 70 cents.

Mobile and Ohio Railroad.

The eleventh annual report of the officers of this company, laid before the stockholders at their meeting at Mobile, April 17, 1866, has only just reached us, but though late for review is well worthy of being carefully studied in each of its departments. It brings the accounts down to December 31, 1865.

The year 1865 is divided by May 15, the date when Confederate money ceased to be current, into two fiscal periods each represented by different values. The gross earnings of the year are stated in the following summary:

	Jan. 1, to May 15.	May 15, to Dec. 31.	Total.
Earnings from—			
Passengers.....	\$224,966 74	\$435,306 93	\$660,273 67
Freight ...	279,506 31	894,541 38	1,174,047 69
Express ...	10,356 26	89,127 99	99,484 25
Unpaid C.			
S. acc'ts 668,391 11	668,391 11	

Total....\$1,183,220 42 1,418,976 30 2,602,196 72

In addition to the foregoing amounts there were unadjusted claims between Sept. 1, 1864, and May 30, 1865, which would have been paid if the Confederate Government had succeeded, amounting to \$2,615,811 82; and the following amounts were also earned within the period from May 15, to December 31, 1865, viz: from express \$13,699 51, U. S. Government transportation (not adjusted at date,) \$75,000, and U. S. mail (estimated) \$17,000—total, \$105,699 51.

The ordinary expenses of the company for repairs, transportation, &c., were as follows:

	Jan. 1, to May 15.	May 15, to Dec. 31.	Total.
Road.....	\$315,813 10	\$216,247 22	\$532,060 32
Machinery	200,616 55	196,089 70	396,656 25
Transportation ..	390,254 19	287,611 22	677,865 41

Total....\$906,683 84 \$699,898 14 \$1,606,581 98

Leaving the net receipts for each division and of the whole year as follows:

Net.....	\$276,536 58	\$719,078 16	\$995,614 74
Add unadjusted acc'ts.	105,699 51		105,699 51

Total net revenue.....\$824,777 67 \$1,101,314 25

Between May 1, 1865, and Jan. 1, 1866, the following rolling stock was purchased, and expenditures made for supplies on hand at the latter date:

21 locomotives.....	\$313,300 00
263 freight cars.....	185,600 00
10 passenger cars (new).....	50,641 00
6 " " (2d hand).....	17,800 00
4 sleeping cars.....	25,000 00
Transportation of rolling stock.....	22,651 39
Supplies.....	9,697 00
Cross ties and lumber.....	58,324 30
Stores and provisions.....	26,941 63

Making a total of.....\$709,955 32

When the late war broke out this road was scarcely completed. The last rail was laid April 22, 1861, and on the same day the federal forces arrived at and occupied Cairo. From that date trains were run regularly through, and the through business on the road would no doubt have been large, but the embarrassment resulting from the examination of passengers' baggage and freight for contraband articles, gradually reduced it until it was entirely stopped on the occupation of Columbus by the Confederate forces. From that time to the close of the war the road was virtually operated under the direction of the Confederate authorities, and as a necessary consequence of neglect and wear and tear, the property of the company was much damaged, and all moveables wasted or destroyed.

The damage to the roadway consisted in the destruction and decay of the bridges, trestle work and cross ties from Okolona to Union City, a distance of 184 miles; the burning of nineteen warehouses and station buildings; the destruction of the tools and stationary engine in the Whistler Repair Shops, and the wearing out and burning of about 37 miles of rails. In addition to this damage there were 21 miles of rails burnt by Gen. Sherman's raiders in February, 1864, besides the destruction of the warehouses, water stations, bridges and trestle work on 48 miles of road, &c.

The destruction which resulted to the rolling stock, accelerated by the impossibility of obtaining the materials and supplies necessary for repairs, is well illustrated in the following comparison of its amount and condition in 1860 and 1865. A third column is added which shows how far restoration had progressed up to April 1, 1866:

	Jan. 1, '60.	May 1, '65.	Apr. 1, '66.
Locomotives—in running order.	59	15	40
" under repairs....	8	4	13
" out of order but good.....		38	33
" condemned.....	1	8	8
Passenger cars—in running order	26	11	30
" under repairs ..	1	7	4
Baggage cars—in running order.	11	3	..
" under repairs....	..	2	..
Freight cars—in running order.	721	231	471
" under repairs....	62	88	15

The stock designated as in running order on May 1, would not have been used before the war, but the pressure of business forced its use notwithstanding its bad condition. At the close of the war the road was in fair running condition from Mobile to Okolona 261 miles, and passable for trains to Corinth, but there were only fifteen locomotives, 231 freight and 11 passenger cars to operate it; and the tools of the only repair shops for keeping the rolling stock in order were unfit for use. That part of it within Gen. Canby's department, which had been operated by the military authorities, was returned to the company's possession May 6, 1865, with the condition that the Government business should have the precedence, all military orders be obeyed, and that nothing therein contained should be construed as releasing the company from the pains and penalties imposed by the act of confiscation. Subsequently that portion of it within Gen. Thomas' department was released upon the same conditions, but the road north of Corinth could not be brought into operation until September 9, when tri-weekly trains were put on it. Although these orders nominally placed the road in the company's possession, it was really run almost exclusively according to military orders, until all the property, including cotton captured from the Confederates was transported. Little or no aid was extended to the company by the Government, and the conditions and terms of the release were a cloud upon its credit, and effectually prevented the purchase of supplies except upon payments in advance. On every hand, indeed, the company's agents were met by a want of confidence in their ability to meet engagements, until the Government had decided upon the course to be pursued with southern railroads.

The first and most important object was to obtain additional rolling stock at the earliest moment. During the war no rolling stock had been constructed adapted to the southern gauge except for the Government, and the business of the northern and western roads had increased to such an extent that manufacturers had cash orders for months ahead. The Government, however, had a large stock at Nashville and small lots in the hands of manufacturers, and they decided to dispose of the latter at public auction for cash. Sales commenced Sept. 17, and on Oct. 3, a purchase was made in Richmond of 5 locomotives and 100 freight cars. The locomotives were not received until December and January, 1866, and it was beyond the middle of March before the cars could be placed on the road. At the October sale at Nashville 15 locomotives and 110 cars were purchased, also 20 cars at Memphis, Tenn., and 33 cars at Columbus, Ky. In addition there were purchased all the new passenger cars (10 in number,) which could be found, and 4 sleeping cars, and as these were not sufficient to run daily passenger trains, 6 second hand first class cars were also bought. Subsequently, 3 new Taunton and 13 Philadelphia locomotives, and 2 baggage cars were purchased, and 5 of the locomotives received. The list of the stock on the 1st April, 1866, has been already given.

Materials had also been ordered for 100 platform and 50 box cars, and their construction been commenced at the Whistler Repair Shops.

The amount of rolling stock then on the road

was ample for the prompt transportation of western products from Columbus, Ky., not only for consumption on the line of the road, but for supplying the City of Mobile.

The total damages to the road on account of the war are estimated in money at the sum of \$1,810,937, and the loss by failure of the Confederate Government at \$5,228,561 41—making a grand total of \$7,039,398 41, as the aggregate loss to the company. The estimate for the repairs of war damages is as follows:

Rolling stock and supplies purchased... \$709,955
 Rails received..... 42,189
 Re-construction to Jan. 1, 1866..... 169,000
 " to May 1, '67, (estimate) 150,000
 Expenditures required (as below)..... 1,235,000

\$2,306,937

Less permanent expenditures during the war..... \$125,000

Assets, locomotives, sleeping cars and materials..... 371,000

496,000

Estimated damages to the road by the war..... \$1,810,937

The following are the expenditures, in addition to the liabilities already incurred for rolling stock, &c., which will be required to place the road and appurtenances in as good condition as when it was finished:

3,500 tons rails and fastenings, the payments for which have been provided..... \$360,000 00

Repairing locomotives..... 250,000 00

" cars and construction of new ones to make rolling stock equal to 1861..... 300,000 00

Reconstruction of warehouses..... 75,000 00

Repairs of bridges, renewal of cross ties and drainage..... 250,000 00

Making a total of..... \$1,235,000 00

When these expenditures shall have been made the road and appurtenances will be in as good condition as at completion, and the company will have the following property:

Warehouse at Mobile, filling up station grounds and store at Whistler constructed during the war..... \$125,000

19 locomotives (above the stock before the war) out of order, but can be repaired, worth..... 181,000

Old materials..... 160,000

Sleeping cars and furniture 30,000

Making a total of... \$496,000

In addition to the above named expenditures, there will be required for:

Construction and equipment of Machine shops..... 250,000 00

Addition to shops at Whistler and Jackson..... 150,000 00

Making a total of expenditures required..... \$1,635,000 00

The loss by the failure of the Confederate Government is thus accounted for:

Ledger balances for Conf. transp... \$1,367,278 88

Conf. S. bonds & securities on hand 899,821 56

Conf. S. currency..... 100,958 97

Alabama State bonds..... 125,000 00

Unadjusted claims against U. S. Government for transportation..... 2,615,811 00

Making a total of..... \$5,228,561 41

The financial condition of the company as

shown in the general account made up to May 1, 1865, was as follows:

Capital stock..... \$3,588,299 86

Bonds & State loans... \$7,661,861 01

" paid off 2,323,984 82

Sales of lots and donated lands..... 5,837,846 19

Transportation..... \$15,860,896 83

Less expenses..... 8,448,107 60

Requisitions..... 7,412,789 23

Bills payable and change notes..... 63,419 42

Cars, iron, contracts, &c., balances..... 642,656 89

Local balances..... 87,900 79

Total..... 226,456 90

Against which are charged as follows, viz:

Construction..... \$11,247,563 83

Donated lands, surveys, maps, &c..... 27,427 50

Interest on bonds & general acc't 2,433,974 74

Paducah Branch: superstructure..... 114,894 08

C. S. bonds & securities \$899,821 56

Ala. State bonds..... 125,000 00

Due from C. S. Gov... 1,367,278 88

Divid'd, State tax, &c., paid or due 2,392,100 44

Cotton purchased..... 176,785 84

Miss., Gainesville and Tuscal. R. R. bonds..... 739,829 02

Negroes for road repairs..... 30,000 00

Due from other roads..... 119,691 00

Bills receivable..... 45,665 74

Conf. State taxes..... 2,937 65

Cash on hand..... 206,493 04

Total..... 100,958 97

The following is a supplemental statement of the receipts and expenditures from May 1st, to December 31, 1865:

Capital stock: amount consolidated \$27,100 00

Transportation receipts... \$1,324,846 83

Less expenses..... 682,318 19

Sales of cotton..... 642,528 64

Machinery: balance due on account of rolling stock, &c., purchased.. 61,176 43

Interest scrip..... 529,227 58

Local balances..... 716 64

Total..... 38,018 57

Against which are charged—

Reconstruction of railroad..... \$169,793 82

" of depots..... 15,379 80

Purchases of rolling stock..... 619,282 63

Interest on bonds..... 57,101 76

Cotton—expended on..... 65,688 60

Change notes redeemed..... 31,503 20

Interest dividend..... 16,306 37

Tennessee instalments..... 9,657 70

Mississippi..... 1,100 00

City taxes..... 702 00

Kentucky instalments..... 50 57

Cash on hand..... 253,927 11

Total..... \$1,298,767 86

The following statement shows the condition of the bonded debt at the close of the fiscal year 1865:

Income bonds of 1861, 8 per cent... \$146,200 00

" 1862, 8 "..... 91,000 00

" 1865, 8 "..... 305,800 00

" 1867, 8 "..... 228,900 00

" 10 yrs. 8 "..... 75,342 74

Sterling (1st mort.) 8 "..... 4,187,000 00

bonds 1882..... 6 "..... 1,099,000 00

Tenn. State bonds '82, 6 "..... 1,099,000 00

Total outstanding..... \$6,133,242 74

The report is silent as to the actual amount of interest coupons due on the above debt, nor, is there any lengthened reference to it. The President, however, closes his report with the follow-

ing notice of the funding system adopted for taking up the over due principal and interest:

"Our 8 per cent. income bonds secured by collaterals having matured, we proposed to the holders to exchange sterling bonds for them at par. This proposition has been readily accepted and a large portion of these bonds have been taken up by exchange, and the remainder are coming in rapidly.

"The coupons on our sterling bonds held in this country not having been paid during the war, because the holders were unwilling to receive the only currency that could be had, we proposed to them to fund the matured coupons, including the two coupons that will fall due this year (1866,) giving them 8 per cent. ten year bonds called "Interest Bonds," counting each coupon taken off sterling bonds at \$40—said interest bonds to be secured by collaterals, making them perfectly safe, the first coupon to be payable 1st of May, 1867.

"The financial plan here intimated is the funding of coupons now matured and that will mature in 1866, and the resumption of payment of interest on the 1st of May, 1867. The coupons are coming in rapidly, and this proposition also seems to give general satisfaction."

The officers of the company elected May 19, 1866, are as follows:

President.—MILTON BROWN.

Directors.—Milton Brown, W. B. Hamilton, J. Emanuel, C. K. Foote, P. Hamilton and C. P. Gage, of Alabama; C. E. Rushing, J. J. McRae, C. W. Williams, Eli Abbott and A. Murdock, of Mississippi; J. A. McDearman and Wm. Cook, of Tennessee.

Chief Engineer & Gen'l Sup't.—L. J. FLEMING.

Secretary.—A. L. WILLOUGHBY.

Debt of Philadelphia.

The following statement from the Report of the City Comptroller, will show the amount of the five and six per cent. loans, with the years at which they come to maturity.

5 per cent. 6 per cent. Total.

1867..... \$133,700 00 \$58,518 46 \$192,218 46

1868..... 111,180 04 98,845 76 210,025 80

1869..... 94,100 00 24,252 32 148,352 32

1870..... 209,100 00 190,154 64 299,254 64

1871..... 144,750 00 306,793 85 451,543 85

1872..... 85,800 00 189,124 56 274,924 56

1873..... 95,600 00 402,391 69 497,991 69

1874..... 50,600 00 157,617 31 208,217 31

1875..... 12,500 00 103,990 70 116,490 70

1876..... 9,000 00 514,911 56 523,911 56

1877..... 2,000 00 220,800 00 222,800 00

1878..... 2,000 00 259,000 00 261,000 00

1879..... 2,000 00 231,000 00 233,000 00

1880..... 70,987 42 605,937 54 676,924 96

1881..... 32,600 00 1,309,204 64 1,341,804 64

1882..... 3,700 00 332,273 70 335,973 70

1883..... 3,000 00 819,557 90 822,557 90

1884..... 10,600 00 2,116 700 00 2,127,300 00

1885..... 3,850 00 1,237,600 00 1,241,450 00

1886..... 2,280,800 00 2,280,800 00

1887..... 1,256,919 00 1,256,919 00

1888..... 179,000 00 179,000 00

1889..... 1,781,400 00 1,781,400 00

1890..... 1,386,300 00 1,386,300 00

1891..... 1,808,800 00 1,808,800 00

1892..... 2,707,826 35 2,707,826 35

1893..... 639,111 31 639,111 31

1894..... 4,225,377 65 4,225,377 65

1895..... 6,507,300 00 6,507,300 00

1896..... 1,793,500 00 1,793,500 00

1904..... 36,050 00 36,050 00

\$977,067 46 \$33,811,063 94 \$34,788,131 40

Loans overdue and yet outstanding..... 377,459 95

Total funded debt of the city, January 1, 1867..... \$35,165,621 35

A bill has passed the Maryland Legislature, and is now a law, directing the board of public works to vote for the president and directors of the Chesapeake and Ohio Canal Company, upon the nomination of the preferred bondholders.

COAL CUTTING MACHINERY.

THE COLLIERY PROPRIETORS OF SOUTH LANCASHIRE AND CHESHIRE, being anxious to encourage the development of Coal Cutting by Machinery, have determined to offer **THREE PRIZES**, namely, £500, £200, and £100, for the 1st, 2nd, 3rd Best Machine respectively, which, in the opinion of the Committee appointed for that purpose, shall be most suitable to the requirements of the trade, and the inventor of which shall comply with the regulations laid down by the Committee.

A copy of the regulations, and further particulars, will be furnished on application to the undersigned. All competitors must furnish the Machines intended for Trial, in Lancashire, not later than the 1st November, 1867.

MASKELL WM. PEACE,
Wigan, Law Clerk to the Association.
11th February, 1867. 411

JAMES CLAYTON'S Patent Steam Pump and Steam Engine Combined. These Pumps contain every desirable quality in a Steam Pump, they are made of the best materials and in the best manner, and are the most reliable and cheapest Steam Pumps in the market and are especially suitable for railroad stations, &c. Please send for Circular.

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Weighing 45, 50, 52, 54, 56, & 60 lbs. per lineal yard, Erie patterns, in port and to arrive, for cash, or a satisfactory credit.

If desired, parcels of Rails can be rolled to any required pattern, and shipped direct from England to any port in this country, at prices f. o. b., or ex-ship on arrival.

M. K. JESUP & COMPY,
84 Broadway.

TO CONTRACTORS.

PROPOSITIONS will be received for the construction of the masonry (about 22,000 yards) of the Bridge over the Ohio River at Louisville, until the 10th of April, 1867.

Plans and specifications will be ready for inspection after the 15th of March, at the Engineer's office of the Louisville and Nashville Railroad.

No bids will be considered if not made by responsible parties.

By order of the Board of Directors of the Louisville Bridge Company.

411

ALBERT FINK,
Chief Engineer

RAILROAD MAP.

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PRICE, { Pocket form (free by mail) \$1 50
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WATER & SEWERAGE PIPES, KNIGHT-BAILEY PATENTS.

The Water Pipes are made of Wrought Iron, lined and coated with Hydraulic Cement, with Socket Joints, and connections for service pipes already inserted. Entirely free from oxidation they are absolutely indestructible. They can be laid and guaranteed for much less than cast iron Pipes.

The Sewerage Pipes are made of Hydraulic Cement. They stand the most severe tests of acids, increase in strength with age, are perfect in interior finish, and cheaper than any other pipes made.

We will contract for the water supply and drainage of cities and villages.

AMERICAN WATER & GAS PIPE CO.,

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THROUGH LINE TO

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And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

April 1.—NEW YORK, Capt. Maury, connecting with CONSTITUTION, Capt. Lapidge

April 11.—HENRY CHAUNCEY, Capt. A. G. Gray, connecting with GOLDEN AGE, Capt. Watkins.

April 20.—OCEAN QUEEN, Capt. T. A. Harris, connecting with MONTANA, Capt. Su ton.

All Departures touch at ACAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

Steamer of March 11, 1867, will connect with the Company's steamer COLORADO, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street North River, New York.

7m35

F. R. BABY, Agent.

PROPOSALS FOR THE CONSTRUCTION OF THE SUMMIT DIVISION OF THE ILLINOIS AND MICHIGAN CANAL.

OFFICE OF THE BOARD OF PUBLIC WORKS,
CHICAGO, March 18th, 1867.

Sealed Proposals will be received by the Board of Public Works, at their office, until 11 a. m. Wednesday, May 1st, 1867, for the excavation necessary to deepen the Illinois and Michigan Canal, according to the plan adopted, from Chicago River to Summit Lock, No. two (2) a distance of twenty-six (26) miles.

Maps, profiles, specifications, &c., will be exhibited the office of the Board of Public Works in Chicago on and after April 15th until the day of letting.

There will be some two millions (2,000,000) cubic yards of earth excavation—some of it quite hard and embracing considerable detached rock—and about four hundred seventy thousand (470,000) cubic yards of stratified limestone.

The work must be prosecuted so as not to interfere with the use of the Canal during the season of navigation.

It is believed, however, that the most of the excavation, except the stratified rock, can be done with steam dredges without interfering with the navigation of the Canal, but the rock excavation will all have to be done between the close of navigation in the fall and the opening in the spring.

If a new line be adopted for any portion of the distance, operations thereon may be continued the whole year; and the navigation of the Canal will be suspended at least five months in each year unless otherwise mutually agreed by the Board and Contractors.

The whole of the work must be done on or before the end of the third season of the suspension of navigation.

A large amount of machinery will be required to excavate the work within the time required, consisting mainly of steam dredges, scows and cranes for the earth work, and drilling machines, pumping machinery and cranes for the rock.

Contractors will be required to commence work on the earth excavation within thirty days of the time of letting, and upon rock excavation by the first of November next.

The dredges, cranes and scows now in the Canal can be had at an appraised value which will be made known to bidders prior to the letting.

Parties contracting for the work will be required to provide all machinery, and to put up and remove all dams and all works of protection, and at their own expense to do all pumping, or whatever may be necessary to secure their work from water.

Proposals must be addressed to the Board of Public Works, endorsed "Proposal for Deepening Illinois and Michigan Canal," and be accompanied with the usual two hundred dollar (\$200) bond, with surties, to be approved by the Board.

Contractors will bid, stating the price for which the work will be done on each of the different sections, and the work will be let as a whole or in part, and in such quantities as the Board shall determine.

The Board reserve the right to reject any and all bids, and no proposal will be accepted unless the party offering it shall give evidence satisfactory to the Board that he has the necessary skill, experience, energy, and ability for doing the work, is trustworthy, and has sufficient pecuniary resources.

The Board will require such security, as according to their judgment, will secure the doing of the work according to the contract.

J. G. GINDELE,
FRED. LETZ,
O. J. ROSE,
WILLIAM GOODING,
R. B. MASON,
Board of Public Works.

6t12